



**Planning Staff Report to  
Greenville Planning Commission  
January 10, 2019  
for the January 17, 2019 Public Hearing**

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**Docket Number:** Z-26-2018  
**Applicant:** Dan Bruce  
**Property Owner:** BEACON HILL DEVELOPMENT LLC  
**Property Location:** 345 HAYWOOD RD  
**Tax Map Number:** 027800-02-00300  
**Acreage:** 18.394 Acres  
**Zoning:** R-6, Single-Family Residential District  
**Property Owner:** BEACON HILL DEVELOPMENT LLC  
**Property Location:** 365 PELHAM RD  
**Tax Map Number:** 027800-02-00301  
**Acreage:** .994 Acre  
**Zoning:** R-6, Single-Family Residential District  
**Proposal:** REZONE 19.4 ACRES FROM R-6 TO PD  
**Staff Recommendation:** DENY

**Staff Analysis:**

**Applicable Sections of the City of Greenville Code of Ordinances:**

*Sec. 2-372, Function, Powers, and Duties of the Planning Commission*  
*Sec. 19-1.3, Purpose and Intent*  
*Sec. 19-2.1.2, Planning Commission Powers and Duties*  
*Sec. 19-6.5, Design Standards for Nonresidential Development*  
*Sec. 19-6.8, Design Standards for Multifamily Residential*  
*Sec. 19-2.3.3, Planned Development District*

**Staff Analysis:**

The applicant proposes to rezone two (2) parcels bordered by Haywood Rd to the east and Pelham Rd to the south, at the northwest corner of this existing intersection. These parcels are requested to be rezoned from R-6, Single Family Residential District to PD, Planned Development District.

The site currently consists of mostly undeveloped land, with two single-family residential homes towards the middle of the site. The property is surrounded by undeveloped property directly east and southeast at the northeast and southeast intersections. However, the property is adjacent to a multi-family residential development (directly north) as well as commercial/institutional/office uses due south. Also, a self-storage unit is under construction directly north, along Pelham Rd.

The development proposal is intended to be an integrated mixed-use commercial/retail and multifamily residential development. The plan includes up to 6 acres for a senior living facility, independent living apartments, assisted living, and memory care; 9.8 acres for multi-family residential (apartments), 1.5

acres for a Spinx convenience store/gas station and 2.1 acres set aside for a future commercial site/area. The plan calls for approximately 300 multi-family units and approximately 170 senior living units. The site will be connected by the existing street network, pedestrian walkways, and inter-connected parking lots. For access to the site, the applicant proposes four (4) curb cuts. Two (2) curb cuts are shown as potential right-in, right-out only access points. Both Haywood Rd and Pelham Rd are South Carolina Department of Transportation (SCDOT) rights-of-way, and all access plans, traffic improvements, and potential signaling at any access point must receive final review and approval by SCDOT.

Based on the PD district standards, the applicant provided a Statement of Intent and accompanying plans in order to identify and address the development program allowed uses, densities, configurations, design standards, and other development requirements established for this particular PD plan.

The applicant resubmitted plans after the December 2018 meeting for the January 2019 meeting. Several of the comments from the meeting have not been addressed, and staff believes that additional time is needed by the applicant to address the Planning Commission's comments and further develop the plans. Specific comments from the Planning Commission included:

- Concerns about increased traffic congestion and what improvements would be suggested for mitigation in the traffic study.
- Discussion of orientation and mass of proposed buildings
- Discussion of parking areas being shown directly along Pelham Rd and Haywood Rd
- Discussion of topographic challenges
- Recommended reorientation of the Spinx gas station (pumps and parking away from road and internal to the site?)
- Provide a more defined boulevard and traffic pattern through the site
- Concerns about lack of usable public open space/greenspace
- Positive feedback on the architecture of the senior living facility; desire to see the architecture of the apartments improved.

The Planning Commission had commented that they thought the plan lacked congruity and flow, and the addition of a boulevard would allow the site to feel more integrated. Staff met with the applicant and suggested that incorporating a boulevard section from the primary entrance off of Pelham Rd would allow for additional site trees, connectivity, and result in a better overall layout of the site, thereby addressing several of the Planning Commission's concerns. The applicant has expressed willingness to revise the site plan to add the boulevard, but those plans have not yet been submitted for review.

Also, the Planning Commission was adamant that the traffic must be addressed and that they desired someone from South Carolina Department of Transportation attend the next meeting to discuss improvements. At this point, SCDOT has not approved the site, traffic study, or traffic mitigation efforts. Once those are approved by SCDOT, staff's understanding is that SCDOT would be willing to attend a meeting and discuss the mitigation in more detail. However, City of Greenville staff, generally speaking, does not feel that the traffic study analysis goes far enough to address the traffic impacts this development will have on the road network.

Similarly to our report prepared last month, per Sections 19-2.3.3 and 19-3.2 (N) of the Land management Ordinance (LMO), staff recommends denial of this request. Although staff is not opposed to the idea of a Planned Development for this property, we still believe the plan is not developed enough at this point in order for staff to recommend approval of this rezoning classification. As stated in the purpose for a Planned Development, in return for flexibility in site design and development, PDs are expected to include *exceptional design* that preserves critical environmental resources; provides *above-average* open space and recreational amenities; incorporates *creative design* in the layout of the buildings; open space, and circulation; *ensures compatibility* with surrounding land uses and neighborhood character; and, provides *greater efficiency in the layout and provision* of roads, utilities,

and other infrastructure. Staff is of the opinion the plan is not developed enough to demonstrate exceptional design compliance with the strict PD standards.

### **Planning Comments**

The PD zoning designation is requested by the applicant in order to allow for creative design techniques that incorporate multiple products; flexibility in setbacks, parking requirements, and building height; and, open space incorporation.

As stated in Sec. 19-3.2 (N), *Planned Development*, a PD is intended to encourage *innovative* land planning and site design concepts that conform to community quality-of-life benchmarks and that achieve a high level of aesthetics, high-quality development, environmental sensitivity, energy efficiency, and other community goals by:

- (a) Reducing or eliminating the inflexibility that sometimes results from strict application of zoning and development standards that were designed primarily for individual lots;

*Comment: The current zoning designation of the site is R-6. The applicant believes that R-6 is not an appropriate zoning classification for this property in response to the other development that has taken place over time along Haywood Rd and Pelham Rd. The future land use map for this property calls for this area to develop as Mixed Use Neighborhood. A traditional R-6 zoning district would only permit single-family development in this area, with minimum lot sizes of 6,000 square feet, or 7 units per acre. The R-6 zone district does not allow for a mixture of other type of residential development and staff agrees that the R-6 zoning district may no longer be an appropriate zone district for this property, particularly due to the need for alternate housing type products and options throughout the City of Greenville. A rezone to PD creates a single, cohesive zoning designation for all parcels contained within the site. Staff believes that is good for an area that is to contain mixed uses, because a Planned Development allows for some creativity designing mixed use neighborhood and nodes. Unfortunately, staff believes that the current plan is not in keeping with a PD at this point and that an improved design concept (such as adding in a boulevard section) and additional details are required.*

- (b) Allowing greater freedom in selecting the means to provide access, light, open space, and design amenities;

*Comment: The site fronts on and has direct access to Pelham Rd and Haywood Rd. The applicant has not provided an internal street network connecting the uses, but rather has shown a mixture of connecting parking lots. The resulting design seems to be more of a suburban design that does not incorporate the exceptional design, above average open space and recreational amenities, or creative design in the layout of the buildings; open space, and circulation that Greenville looks for, such as internal street networks, landscaped street sections, and a cohesive pedestrian network.*

*In the applicant's Statement of Intent, the proposal calls for adding canopy trees to enhance the standard streetscape improvements that are required under City ordinance. Staff believes that a cross-section of the landscape detail demonstrating how the landscaping will exceed the Land Management Ordinance requirements for landscaping should be a part of any approved Planned Development. Open space areas are proposed to remain under the control and maintenance of the private ownerships, such as the multi-family open space areas and the open space area for the residents. The applicant has provided more open space than the original plan and does show an emergent pattern of trying to connect the open spaces. Again, with further plan development, this may result in a cohesive open space network for the residents. However, there is not much public open space within the Planned Development.*

- (c) Allowing greater freedom in providing a mix of land uses in the same development, including a mix of housing types, lot sizes, and densities;

*Comment: The intent of the Planned Development is to provide a mix of land uses, housing types, lot sizes, and densities to enhance and create a compatible development to the adjacent existing residential and commercial/institutional/office uses. The residential component, of this PD proposal, consists of multifamily apartment units and a senior living facility, which is also considered a multifamily housing product. The commercial/retail portion of the development proposes a convenience store/gas station and a future retail use/outparcel. The applicant needs to state what type of retail may be permitted on this property as part of the Statement of Intent and include specific uses permitted (for example, will restaurants be considered?) The applicant should indicate the type of commercial/retail use(s) and how such use(s) will support neighborhood uses, such as neighborhood office, small retail shops and sit-down restaurants with indoor/outdoor seating.*

*All required parking is provided on-site as surface level parking. All parking lots and parking lot design must conform to the Land Management Ordinance requirements for parking. Since the first plan, the applicant has moved the parking lots away from Pelham and Haywood Rds., which is an improvement.*

*Staff is still concerned about the overall architecture of the multi-family and its integration into the site. For example, the carriage houses along Pelham Rd do not seem to fit in with the rest of the development and seem awkward. Staff would encourage the applicant to look at how to combine those into one building that would screen the parking from the public roadway.*

- (d) Promoting quality urban and traditional neighborhood design and environmentally sensitive development by allowing development to take advantage of special site characteristics, locations, and land uses;

*Comment: The site, positioned at the intersection of Haywood Rd and Pelham Rd, is a prominent location. The proposed project offers the opportunity to visually enhance the corridor if certain design changes are made to the project. However, staff also believes that lack of pedestrian connectivity, as well as the use of interconnected parking lots rather than internal street access, does not meet urban design or traditional neighborhood design concepts.*

- (e) Encouraging quality urban and traditional neighborhood design and environmentally sensitive development by allowing increases in base densities or floor area ratios when such increases can be justified by superior design or the provision of additional amenities such as public open space.

*Comment: The proposed project incorporates various architectural styles, and there is style differentiation between the multifamily residential and the senior living multifamily residential. Both of the multi-family components request increased building height of 65 feet, or four stories, in order to obtain additional density. Both sites also exceed base ordinance requirements for lot coverage. This is permissible if included as part of the PD, but in return, the design should be superior design and include above average open space and additional recreational amenities. In staff's opinion, the architecture for the multi-family should be improved and incorporate more architectural detail, material diversity and differentiating color. The convenience store should incorporate additional transparency into the elevations that front the two roads, specifically the side elevation that is visible from Haywood Rd. Both of these comments were made previously and do not appear to have been addressed on the revised plan.*

*The site has several areas of private open space, but there is not much usable public open space in the design. The multi-family residential spaces show landscape and outdoor courtyards with a*

*pool, walking areas, site furnishings, and pavers. Some public open space was added with outdoor seating locations at the Spinx along the Haywood Road building side, but that area is limited.*

Based on the submitted application, staff submits the following conclusions:

**Planning Staff Concerns:**

- Overall, staff is not opposed to a PD zoning proposal for this property. However, many of the Planning Commission and staff concerns, as outlined previously, and throughout the staff report, have not been addressed.
- A traffic mitigation plan must be submitted that will provide for improvements that do not increase additional vehicle delays on two roadways and an intersection that already operates, with current conditions, at a Level F. Staff is concerned that the current traffic analysis still needs work and that there are too many unanswered questions concerning the traffic at this point to be able to recommend moving forward with this application.

Although Planning staff recommends denial of this request, should the Planning Commission recommend approval of this request to the City Council, staff suggests the following conditions for consideration:

**Planning Staff Conditions:**

1. Proposed uses shall be neighborhood uses, aimed to serve the idea of a Mixed Use Neighborhood, as recommended by the Future Land Use Map.
2. The applicant noted to staff that the two cottage style units are not proposed to be subdivided with individual ownership under this proposal; therefore, these are considered multifamily units and included as part of the overall multi-family plan.
3. At the time of Final Development Plan submittal, architectural details shall be improved as mentioned in the staff report; pedestrian scale lighting; street trees/plant-able areas; useable open space; improved landscaping plan; improved pedestrian access plan; and, any other applicable multifamily design standards (Sec. 19-6.8) shall be included and addressed.
4. A comprehensive sign package be submitted that complies with the intent of the PD as well as the City's Sign Ordinance.
5. The FDP cannot be presented for review and approval until such time as the traffic study proposes measures to mitigate the level of service changes that do not result in further vehicular travel delays.
6. All Fire Department review comments must be addressed as part of an FDP.
7. Per 19-2.2.13. Conditions of approval. General. As a condition of the approval, the proposed use, and the premises to be developed or used, pursuant to such approval, is required to comply with the general goals and policies of this chapter or with particular standards of this chapter to prevent or minimize adverse effects from the proposed development on surrounding lands.

**Neighborhood Meeting Comments**

The applicant shared their plans at a neighborhood meeting on December 10, 2018, as required by Section 19-2.2.4 of the Land Management Ordinance. One of the main concerns expressed was increased traffic at an already busy intersection. One person in attendance asked about the possibility of relocating the proposed traffic light from Villa Road to Orchard Park Drive; however, the applicant explained that was not permitted per SCDOT requirements. Another neighbor also asked if the future business on the commercial parcel would be permitted to have their own driveway. The developer responded they would be required to use the shared driveway currently shown on the plan proposal.

Many of the departmental review comments, inserted below, have not changed since the December review; however, the Civil Engineer Comments were updated on 1/8/19.

**City Engineer Comments**

**Recommend:** Approve w/ Conditions

**Comments:**

The Development will have to comply with all City and State requirements including street improvements, sewer capacity improvements, and stormwater management facilities. See all other Engineering comments and conditions.

**Civil Engineer Comments**

**Recommend:** Approve w/ Conditions

**Comments:**

- 1) All proposed public and private improvements shall meet the requirements of Section 19-6.7 Site Development and Related Infrastructure of the City's Land Management Ordinance. The design and construction of the public and private infrastructure shall conform to all applicable federal and state regulations and the requirements of the City's design and specifications manual.
- 2) All improvements proposed within the City's public right of way shall be subject to the requirements of Articles I and II of Chapter 36 – Streets, Sidewalks and Other Public Places of the City of Greenville Code of Ordinances. As required, all improvements or construction activity performed within the public right of way require an approved encroachment permit.
- 3) A Site Plan Permit will be required for the development detailing the demolition, grading and stormwater, utility improvements and site access.
- 4) A traffic impact analysis will be required as a condition of site permit approval if the administrator determines that a proposed development will generate 100 or more traffic trips during the peak hour or if the administrator determines that a proposed development involving substantial improvement or change of use will generate 125 or more traffic trips during the peak hour. Improvements to the existing transportation infrastructure by a developer will be required as a condition of permit issuance if the projected level of service for the build-out year of the development descends below level "D" for any intersection within the study area as a result of the proposed development.
- 5) The improvements shall comply with Chapter 11 of the International Building Code for site accessibility. Per Section 1104, a minimum of one accessible route shall be provided from each site arrival point (public transportation stops, accessible parking, accessible passenger loading zones and public streets or sidewalks) to the accessible building entrance served. Additionally, an accessible route shall be provided within the site to connect accessible buildings, facilities, elements and spaces on the site.

**Environmental Engineer Comments**

**Recommend:** Approve

**Comments:**

Approved with no comments.

**Traffic Engineer Comments**

**Recommend:** Deny, Revisions Required

**Comments:**

- 1) Traffic impact study needs to be revised to reflect mitigation efforts that result in no worse delay than no-build conditions at all study area intersections

- 2) Proposed signal at Villa Rd. will need to include ADA ramps on all four corners of the intersection.
- 3) Medians will need to be placed to enforce the RIRO driveways.
- 4) Medians delineating the left turn lane on Haywood Road will need to be included in the site plan.

**Fire Department Comments**

**Recommend:** Deny, Revisions Required

**Comments:**

If presented with the site plan as submitted, I would have to deny it. The drive isle in the parking area must be 20' wide minimum. You must indicate which side of the building will be the Aerial access road. The access road for aerial operations will need to meet all of the specifications as detailed in the 2015 edition of the International Fire Code Appendix D105 including no overhead obstructions along the entire side chosen. You must show your FDC location as well as the location of the fire hydrant that will supply the FDC. The Fire Marshal's has no objection to the idea of this proposal but must see the indicated information on a site plan submittal.





# city of greenville

Resubmittal 12/20/18

**Office Use Only:**

Application# Z-26-2018 Fees Paid \_\_\_\_\_

Date Received \_\_\_\_\_ Accepted By \_\_\_\_\_

Date Complete \_\_\_\_\_ App Deny Conditions \_\_\_\_\_

## APPLICATION FOR REZONE – PLANNED DEVELOPMENT DISTRICT (PD)

Contact Planning & Development (864) 467-4476

### APPLICANT/OWNER INFORMATION

\*Indicates Required Field

APPLICANT		PROPERTY OWNER
*Name:	Dan Bruce	
*Title:	Beacon Hill Development	Beacon Hill Development
*Address:	P.O. Box 8716	P.O. Box 8716
*State:	South Carolina	South Carolina
*Zip:	29604	29604
*Phone:	864-271-4700	
*Email:	dbruce@chartercapital.org	

### PROPERTY INFORMATION

\*STREET ADDRESS 409 Pelham Road

\*TAX MAP #(S) 0278000200300, 0278000200301

\*CURRENT ZONING DESIGNATION R-6

\*PROPOSED ZONING DESIGNATION PD

\*TOTAL ACREAGE 19.4

\*PROPOSED PD NAME Beacon Hill

### INSTRUCTIONS

1. The applicant is strongly encouraged to schedule a preapplication conference at least one (1) month prior to the scheduled submission deadline. At this time, the applicant may also be encouraged to schedule a sufficiency review one (1) to two (2) weeks prior to the scheduled submission deadline to allow staff review of the application. Call (864) 467-4476 to schedule an appointment.

PREAPPLICATION MEETING DATE 8/24/18 / 2<sup>nd</sup> meeting 12/13/18

2. If the application includes more than one (1) parcel and/or more than one (1) owner, the applicant must provide the appropriate deed book/page references, tax parcel numbers, and owner signatures as an attachment.
3. If the application is to designate a portion of a property as Planned Development (PD), otherwise described by deed, a survey of the parcel reflecting the requested designation(s) by courses and distances must be included in the submittal package.
4. In addition to the Planned Development (PD) required documents, as set forth in **Sections 19-2.3.3, Planned development district**, and **19-3.2 (N), PD: Planned development district**, the applicant/owner must respond to the "Standards" questions on page 4 of this application. A separate sheet may be attached to address these questions.

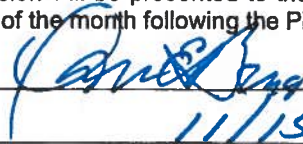






# city of greenville

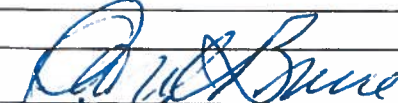
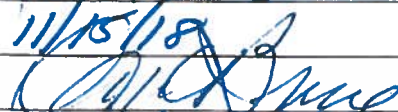
Furthermore, my signature (applicant) indicates that I understand and consent that this matter will appear before the Planning Commission for consideration and that any recommendation, for approval or denial, by the Planning Commission will be presented to the City Council at their next regularly scheduled meeting to be held on the fourth Monday of the month following the Planning Commission meeting in which the matter was heard.

  
\_\_\_\_\_  
11/15/18

**\*APPLICANT SIGNATURE**

DATE

11. To that end, the applicant hereby affirms that the tract or parcel of land subject of the attached application is \_\_\_\_ or is not \_\_\_\_ restricted by any recorded covenant that is contrary to, conflicts with, or prohibits the requested activity.

<b>*Signatures</b>	
Applicant	
Date	11/15/18
Property Owner/Authorized Agent	
Date	11/15/18

## **APPLICATION REQUIREMENTS**

1. Planned Development (PD) format and content requirements are reflected in the City of Greenville code under **Sections 19-2.3.3, Planned development district, and 19-3.2 (N), PD: Planned development district**
2. Plan and information requirements:
  - a. **PD Regulating Plan** – submit a regulating master plan for the proposed planned development, which includes the following elements:
    - a. Contextual site information
    - b. Total acreage of overall site
    - c. Location and number of acres of various areas by type of use (Sec. 19-4.3, Use-specific standards)
    - d. Location, orientation, height and number of stories of existing and proposed buildings
    - e. Location of open space, landscaping and site features (Sec. 19-6.2, Landscaping, buffering, and screening)
    - f. Number of dwelling units and density of various residential types and approximate number of bedrooms in each residential unit
    - g. Square footage of non-residential use
    - h. Building elevations to depict mass, form, roofline, and fenestration patterns
    - i. Building and hardscape materials
    - j. Primary traffic circulation pattern
    - k. Location of parking areas and approximate number of spaces dedicated to each use type (Sec. 19-6.1, Off-street parking and loading)
  - b. **Statement of Intent** – submit a descriptive statement setting forth the characteristics and purpose of the proposed PD, which includes the following information:
    - a. Unique aspects of design and development



- b. Procedures of any proposed homeowners' association or other group maintenance agreement
- c. Proposed development schedule
- d. Public improvements both on and off-site and estimate time schedule for providing such improvements
- e. Impact on public facilities and letters from the appropriate agencies or districts verifying service availability
- f. Architectural style, appearance and orientation of proposed buildings
- c. Sign Plan – submit a comprehensive sign plan for the PD (Sec. 19-6.6, Sign regulations)
- d. Final Development Plan – upon public hearing approval, submit a final development plan for administrative review and approval

**SUPPORTING INFORMATION – STANDARDS QUESTIONS**

**Applicant response to Section 19-3.2(N) General Development Parameters**

*(Please attach separate sheet if additional space is need)*

1. DESCRIBE THE WAYS IN WHICH THE PROPOSED PLANNED DEVELOPMENT PROVIDES A MIX OF USES.

*See Attached Document*

2. DESCRIBE THE WAYS IN WHICH THE PROPOSED PLANNED DEVELOPMENT UTILIZES CLUSTER OR TRADITIONAL NEIGHBORHOOD DEVELOPMENT PRINCIPLES TO THE GREATEST EXTENT POSSIBLE THAT IS INTERRELATED AND LINKED BY PEDESTRIAN WAYS, BIKE WAYS, AND TRANSPORTATION SYSTEMS.

*See Attached Document*

3. DESCRIBE THE WAYS IN WHICH THE PROPOSED PLANNED DEVELOPMENT RESULTS IN LAND USE PATTERNS THAT PROMOTE AND EXPAND OPPORTUNITIES FOR PUBLIC TRANSPORTATION AND AN EFFICIENT AND COMPACT NETWORK OR STREETS, ETC.

*See Attached Document*

4. DESCRIBE THE WAYS IN WHICH THE PROPOSED PLANNED DEVELOPMENT WILL BE COMPATIBLE WITH THE CHARACTER OF SURROUNDING LAND USES AND MAINTAIN AND ENHANCE THE VALUE OF SURROUNDING PROPERTIES.

*See Attached Document*

## Beacon Hill Planned Development

### Applicant response:

1. Describe the ways in which the Proposed Planned Development provides a mix of uses:
  - a. The proposed site plan subject to this PD application consists of the following uses: Multi-family residential, a Senior Living facility, a retail outparcel, a corner convenience store. The development has four access drives and surface parking to serve the development.
2. Describe the ways in which the proposed planned development utilizes cluster or traditional neighborhood development principles to the greatest extent possible that it is interrelated and linked by pedestrian ways, bike ways, and transportation systems:
  - a. The proposed plan is located at a very visible corner of two major thoroughfares, Pelham Road and Haywood Road. There will be four new access drives into the facility. All access drives provide connectivity between Haywood Road and Pelham Road. Furthermore all drives provide internal access between the mixed uses within the property. New sidewalks will be constructed along Haywood Road, Pelham Road and the internal connecting drives. Street trees and other landscape elements will be installed to provide enhanced streetscapes and provide a physical buffer from vehicles. The majority of the new parking will be located in the rear of the buildings and are shielded from the public.
3. Describe the ways in which the proposed planned development results in land use patterns that promote and expand opportunities for public transportation and an efficient and compact network of streets etc.
  - a. The proposed plan provides an internal network of drives that allows for connectivity throughout the development. The site has a bus stop on route 3 of the Greenlink bus system. The development provides multifamily and senior housing with immediate access the bus stop. The plan compliments the current multi family residential, office and commercial development along Haywood Road and Pelham Road. Pelham Road and to provide a point of connection between the uses at the corner.
4. Describe ways in which the proposed planned development will be compatible with the character of the surrounding land uses and maintain and enhance the value of the surrounding properties.
  - a. The immediate adjoining uses are traditional multifamily units as developed in the late 80's and early 90's. Pelham Road is developed with a wide variety of commercial and office uses. Beacon Hill provides an enhanced mixed use development with modern design and building materials. While the uses are similar to properties along Haywood and Pelham Road, the three and four story buildings provide pleasing structures that enhance the streetscape and neighboring properties. The current trend of uses to the north on Haywood Road is a combination of multi family residential, churches and office uses.

# BEACON HILL PLANNED DEVELOPMENT

Pelham Road at Haywood Road  
City of Greenville

Beacon Hill, LLC  
P.O. Box 8716  
Greenville, SC 29604



SITE DESIGN, INC.

**LIV**  
DEVELOPMENT  
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## **1. INTRODUCTION:**

This Statement of Intent (“SOI”) is to describe in detail the proposed planned development of a +/- 19.4-acre site located at the northwest corner of Pelham Road (“**Pelham**”) and Haywood Road (“**Haywood**”) (the “**Beacon Hill Planned Development**” or the “**Site**”). The Site consists of two parcels with the following tax sheets:

- 0278000200300 (existing R-6 zoning)
- 0278000200301 (existing R-6 zoning)

The Site is currently owned by Beacon Hill Development, LLC (the “**Master Developer**”), which is a real estate development, investment, and management company and is leading the efforts for development of the Site. The Master Developer is comprised of principals that have extensive experience in developing real estate properties in the Greenville area and the Southeastern United States. Mr. Dan Bruce, president of the Master Developer, has owned and assembled numerous properties surrounding the Site; including assembling the land for Haywood Mall and developing Orchard Park. His relationship to the site and the previous owners (Adams family) date back to the 1970’s. It was at that time Mr. Bruce arranged the donation of 18 acres that was restricted and designated as a buffer for future development including Orchard Park and the Adams property.

The Master Developer has partnered with two additional groups: (i) LIV Development, LLC (“**LIV**”) to develop the multifamily and senior living components and (ii) The Spinx Company, Inc. (“**Spinx**”) to develop the convenience store. Together, the Master Developer, LIV, and Spinx (the “**Beacon Hill Developers**”) are excited to bring a modern, mixed-use development to this prominent Site, which sits at the highest point within the City of Greenville. The site is bordered by multifamily residential to the northeast, self-storage to the northwest, Haywood to the east, and Pelham to the south.

The Site will be subdivided into 4 parcels, each with its own unique use:

- Lot A (+/- 9.8 acres): Multifamily. Developed by LIV
- Lot B (+/- 6.0 acres): Senior Living. Developed by LIV
- Lot C (+/- 2.1 acres): Commercial. Developed by Beacon Hill Development, LLC
- Lot D (+/- 1.5 acres): Convenience store. Developed by Spinx

The intent of the Beacon Hill Developers is to put forth a master-planned, mixed-use development that would otherwise not be possible under standalone zoning for each of the four uses. Please refer to bold, underlined green text throughout this document to review the Beacon Hill Developers plan to achieve this intent.

## **2. EXISTING ZONING & SITE CONDITIONS**

The Site has the following zoning-related attributes:

- Existing zoning: R-6 (single-family residential)
- Existing use: two single-family residences in a wooded setting
- Neighboring zoning:
  - North & west: PD
  - South (across Pelham & Haywood intersection): C-3
  - South (along Pelham): O-D & PD
  - East (across Haywood): R-6 separated by a buffer with permanent, restrictive covenants
  - School district: Greenville County School District



- Schools: East North Street Elementary; Greenville Middle Academy, and Eastside High
  - The Greenville County School District has confirmed these assignments & service for the Beacon Hill Planned Development

### **3. TRANSPORTATION, DRAINAGE, & UTILITIES**

#### ***3.1 Transportation***

The Site currently has the following transportation-related attributes:

- Existing road frontage: ~750' along Haywood Road & ~1,545' along Pelham
- Existing curb-cuts: 1 on Pelham. None on Haywood
- Existing sidewalk: None along property; however, there is sidewalk along the southside of Pelham

The Master Developer proposes the following transportation-related improvements:

- Proposed curb-cuts: 4 points of ingress / egress in total.
  - Driveway 1 (northern driveway on Haywood): Full access
  - Driveway 2 (southern driveway on Haywood): Right-in & right-out
  - Driveway 3: (eastern driveway on Pelham): Right-in & right-out
  - Driveway 4: (western driveway on Pelham): Full access, signalized. Located at the existing T-intersection with Villa Road
- Proposed, external sidewalk: Along Pelham & Haywood ROWs connecting to crosswalks at the intersection of Pelham & Haywood
- Proposed crosswalk: Across Pelham, connecting pedestrian traffic from Pelham and Villa Road
- Deceleration lane on Pelham Road for new ingress/egress points.
- Improvements and signalization to maintain a comparable level of service
- Restriping for additional turn lane at Pelham and Haywood south bound

#### ***3.2 Drainage***

A new stormwater drainage system will be designed to meet and exceed local, state, and federal regulations involving stormwater flow/discharge, siltation, and erosion control. The Site does not lie within designated flood zones or delineated wetlands. Stormwater peak runoff will be addressed with stormwater detention ponds and underground detention. Existing stormwater flow from the Site is conveyed to two discharge locations: (i) a portion of the Site discharges to the north and enters the existing stormwater system of Beacon Ridge Apartments and (ii) the remaining portion of the Site discharges to the SCDOT right of way of Pelham and Haywood. The discharge points will remain unchanged.

#### ***3.3 Utilities***

The Master Developer proposes the following utility-related improvements:

- Proposed Sanitary sewer: New extension will be constructed to serve the Site. The sanitary sewer system will be owned & maintained by Metro Connects
- Water: To be provided by the Greenville Water System
- Electricity: To be provided by Duke Energy
- Natural Gas: To be provided by Piedmont Natural Gas

## **4. DEVELOPMENT SCHEDULE**

The Beacon Hill Developers propose the following:

- Site-wide infrastructure: to be constructed in one phase beginning in 2019 when permits have been approved (to include sanitary sewer, domestic water, data, and electricity)
- Lot A – Multifamily: Beginning construction in H2'19 with a +/- 20-month construction schedule
- Lot B – Senior: Beginning construction in H2'19 with a +/- 20-month construction schedule
- Lot C – Commercial: Schedule unknown at this time
- Lot D – Convenience store: Beginning construction in mid-2019 +/- 12-month construction schedule

## **5. DEVELOPMENT CONCEPT**

### ***5.1 Landscape Architecture***

The intent of landscape guidelines within the PD is to provide an aesthetically pleasing environment for property owners and residents of the PD and other members of the public. These guidelines are intended to maintain and enhance property values, enhance the appearance of all development, provide adequate buffers between different land uses, improve the character, appearance, and micro-climate of the city, address heat and noise abatement, and reduce erosion and stormwater runoff.

The following area general requirements for landscaping within the PD:

- All planting areas shall be protected from vehicle damage by the installation of curbing or other methods.
- The plant materials used in and around parking lots and adjacent to street rights-of-way and pedestrian ways shall be designed to ensure visibility at intersections and safety of pedestrians.
- All planting areas shall be stabilized with ground covers, mulches, or other approved materials to prevent soil erosion and to allow rainwater infiltration.
- All plants shall be placed in such a manner as to ensure maintenance access, to maintain unobstructed sight distances, and shall be a species suitable for proposed location, including conflicts with all utility easements and rights-of-way.
- All planting areas shall be automatically irrigated, rain sensors shall be required on all automatic irrigation systems that will receive city water.
- Canopy trees shall have a minimum size at planting of 3" caliper, 14' height and 6' of clear trunk. Ornamental/understory trees shall have a minimum size at planting of 2" caliper, 10' height and 5' clear trunk.
- All trees shall come from the City of Greenville's list of approved of tree species .

The public road frontage streetscape will incorporate improvements along Pelham Road and Haywood Road which will include a 5' lawn strip and 8' sidewalk to help activate the streetscape. With the exception of the area contained within the sight distance triangle (as shown on site plans) along Pelham Road, street trees shall be planted at a spacing of 40 feet on-center for shade trees or 20 feet on-center for ornamental and understory trees along the entire length of the street frontage along Pelham Road and Haywood Road. Ornamental and understory trees shall be used as street trees only when there is an overhead obstacle which would preclude the use of taller-growing shade trees.

Parking areas will be landscaped to exceed City of Greenville requirements by requiring a minimum of 1.2 trees and 10 shrubs per 2,000 sf, or portion thereof, vehicular use area. Emphasis will be placed on locating canopy trees to break up parking areas and reduce the urban heat island effect. No more than ten continuous parking spaces shall be allowed without an island (minimum 180 sf) containing a canopy tree. Canopy trees shall be diverse in nature and a mixture of naturalized species shall be used. Parking areas visible from any public right of way shall be screened with a 2'-3' high evergreen hedge or berm. Lighting in parking areas shall be provided to meet the functional needs of safe circulation of vehicles and pedestrians, and provide protection of people and property. Poles shall be no taller than 15' above grade. Fixtures shall be of the cut off variety to minimize glare off site. Light selection, including bollards and other site lighting, shall be of a uniform selection and design to create a cohesive appearance. Pedestrian paths and walkways shall be illuminated for safety.

The primary Pelham entrance to the site will consist of a median divided drive and will include street trees and outdoor lighting to enhance the entrance. Crosswalk areas will be enhanced with specialty paving. An art form and monument sign for the development will be located at the corner of Pelham and Haywood outside of the sight triangle. The entrance drive will terminate at a round-a-bout which will serve as the interior access to the multifamily units, senior living facility, retail outparcel, and Spinx convenience store. This junction will be enhanced with specialty paving, detailed landscaping, an art element and lighting. In addition, the major road "spokes" from the round-a-bout will all feature 5'-wide sidewalks, which will encourage pedestrian connectivity throughout the Site, which is a key component of the Planned Development proposal that would not be possible with standalone zoning. Please refer to the Connectivity and Open Space plan depicting these internal sidewalks.

Each of the components of the Site will be heavily-amenitized with the inclusion of:

- Lot A – Multifamily:
  - ~17,000 ft<sup>2</sup> of activated, external courtyard & amenity deck space for multifamily residents. Amenities to include the following:
    - Resort-style pool with sunshelf and semi-private cabanas
    - Outdoor, community dining area with grills & family seating
    - Greenspace for outdoor games including cornhole, bocce ball, etc.
    - Pet areas with exercise paths
  - ~2,000 ft<sup>2</sup> interior space for "LIV Works", a cooperative working space available to not only multifamily residents, but also the wider community
  - ~8,000 ft<sup>2</sup> of interior space for the use of multifamily residents including:
    - 24-hour, state-of-the-art fitness center
    - Standalone separate yoga / cross training room
    - Indoor, tiled pet spa area
    - Multiple gathering areas with community seating and automated mail & package access
- Lot B – Senior living:
  - ~10,000 ft<sup>2</sup> of motor court space to serve as an outdoor amenity directly access from the shared round-a-bout
  - ~30,000 ft<sup>2</sup> of activated, external courtyard & amenity deck space for senior living residents. Amenities to include:
    - Outdoor, community dining area with grills & family seating
    - Play area for children and outdoor games
    - Secure Memory Care courtyard with outdoor space for residents and their family members

- ~25,000 ft<sup>2</sup> of interior space for the senior living residents. Amenities to include:
  - Multiple dining venues and a café
  - Spa/salon
  - Fitness and exercise
  - Onsite rehab services
  - Multipurpose room for movies, speakers, church and other activities
  - Arts & crafts
- Various social and entertainment engagement areas
- Lot C – Commercial:
  - Unknown at this time
- Lot D – Convenience store:
  - Art form at the corner of Pelham & Haywood. The Beacon Hill Developers believe this is a key component of the Planned Development Proposal that would not be possible with standalone zoning
  - Outdoor benches and/or tables
- Other amenities shared between Lots:
  - Activated greenspace to serve as an outdoor amenity between the multifamily & senior uses for enjoyment of the public. The Beacon Hill Developers believe this is a key component of the Planned Development Proposal that would not be possible with standalone zoning
  - Master-developed entrance road lined by parallel parking creating a feeling of organic, mixed-use development leading to a shared round-a-bout via internal, interconnected roadways to each of the 4 Lots. The Beacon Hill Developers believe this is a key component of the Planned Development Proposal that would not be possible with standalone zoning

Please refer to each subsection below for additional detail above on these amenity spaces. Additionally, this application includes an exhibit on the open spaces proposed within the Site.

Foundation landscaping shall be provided along all sides of buildings. These plantings shall have a minimum depth of 6 feet. Foundation planting shall compliment the building's architecture, emphasizing vertical elements while not blocking views from windows.

Screening shall be provided for all exterior equipment, service and/or delivery areas, trash storage, and accessory uses and structures that may produce noise, odors, glare, vibration, etc.. This screening shall comprise of evergreen plant material, fencing or a combination there of.

Open Space shall be provided at a rate of 200 sf per dwelling unit, one half of which may be private. This 'green infrastructure' shall incorporate canopy trees to create areas for seating and gathering. Connectivity shall be provided between these spaces and the buildings and parking areas to provide easy accessibility and to form an uninterrupted network of "vehicle free areas". Sidewalks shall be a minimum of 5' wide. Entry points and intersections of pedestrian walkways should be framed by enhanced landscaping, lighting, and hardscape materials scaled to the pedestrian context. Art elements are encouraged at strategic points throughout the development. Access to public transportation shall be provided as necessary. Additionally, the landscape architecture for all lots will complement on another. The Beacon Hill Developers believe this is a key component of the Planned Development Proposal that would not be possible with standalone zoning.

### **5.1 Lot A – LIV Multifamily**

The multifamily portion of the Site will be primarily accessed from Driveway #4 (the signalized intersection at Pelham); however, the multifamily residents will also enjoy use of the interconnected, internal roads from each of the four points of ingress & egress across the larger Site. The Beacon Hill Developers believe this is a key component of the Planned Development Proposal that would not be possible with standalone zoning.

The multifamily project is comprised of larger, 3/4-story residential buildings (up to 55' in height as defined by 19-5.2.9) the with for-rent two-story "carriage" units throughout Lot A. The purpose of the carriage units is to provide a natural transition from the higher density of the larger multifamily buildings down to the lower-density uses on Lots C and D as well as screen the parking from Pelham. The Beacon Hill Developers believe this is a key component of the Planned Development Proposal that would not be possible with standalone zoning.

The multifamily project will feature ~300 units with a mix of one, two, and three bedroom units. The clubhouse and leasing facility will be approximately ~10,000 ft<sup>2</sup> and is integrated into the courtyard building. Of the 10,000 ft<sup>2</sup> of internal, amenity space, the multifamily project will dedicate ~2,000 ft<sup>2</sup> of this space for its "LIV Works" program, which is a cooperative & collaborative workspace with semi-private offices and community working spaces. Not only open to residents of the multifamily project, "LIV Works" amenity will be available to the wider Greenville community.

Regarding construction, the courtyard building will be stepped to work with the natural topography of the Site and the courtyard will also have a level change which will create an interesting landscape and hardscape design for the pool area. Entering this project from Pelham residents will drive uphill with the front of the Clubhouse/Leasing office in view at the top of the hill. There will be a parallel parking street between the courtyard building and the angled building creating the feel of an urban streetscape. At the end of that streetscape there will be a round-a-bout that will access the parking areas for both buildings as well as giving a connection to the adjacent Senior housing project. The large residential buildings will provide "tuck-under" garages on the parking lot sides of the building that will have direct access to the corridors leading to the units.

The architectural style for the multifamily project is "mountain rustic" meets "industrial" and mixes elements like wood brackets, stone columns, steep peaked roof elements and earth tones along with red brick, larger window elements and flat roofed areas found in both mountain and industrial styles. The multifamily elevations shall be comprised of at least 15% non-siding materials. None of the siding will be vinyl.

The carriage buildings will combine stone, brick, and lap siding to create the feeling of a mountain style home. The color palette is warm greys, red brick, dark brown brackets, metal roof elements and stone – all reflective of the mountain style. The sloped roofs will be a weathered wood color and the majority of unit units will feature exterior balconies.

\*Architecture design standards will be generally consistent with city design guidelines and will meet or exceed the non-residential development standards set forth in Section 19-6.5 of the City's Code of Ordinances. Additionally, the architecture for Lot A will complement the architecture featured in Lots B, C, and D. The Beacon Hill Developers believe this is a key component of the Planned Development Proposal that would not be possible with standalone zoning.

\*All signage shall conform to the signage standards set forth in 19-6.6 of the City of Greenville Ordinances. Additionally, the signage design for Lot A will complement the signage featured in Lots B,

C, and D. The Beacon Hill Developers believe this is a key component of the Planned Development Proposal that would not be possible with standalone zoning.

### **5.2 Lot B – LIV Senior Living**

The senior living portion of the Site will be primarily accessed from Driveway #1 (the full access intersection on Haywood); however, the senior living residents will also enjoy use of the interconnected, internal roads from each of the four points of ingress & egress across the larger Site. The Beacon Hill Developers believe this is a key component of the Planned Development Proposal that would not be possible with standalone zoning.

The senior living project will feature independent living (“IL”) units will be generally on the northern portion of the senior site, primarily facing the northern property line and the internal streets to the west. The tallest portion of IL units will be four stories, the bottom level accommodating private garages. The majority of the building will be three stories. The IL units will create a common use amenity courtyard with two levels of amenity and open spaces abutting the central, two story commons building. The courtyard will open to Haywood on the East, reducing the presence of the structure along the street front. The central commons building will serve as the center of hospitality for all residents, housing functions such as main entry/lobby, dining, living rooms, fitness centers, back of house, etc. The main entry faces a hospitality style motor court for resident drop off and short term visitor parking.

The senior living project will feature its main motor court connecting to the central round-a-bout, creating a focal element for the primary entrance to the development. The southern portion of the building will house assisted living (“AL”) and memory care (“MC”) units. The AL and MC unit portion of the building will be three stories and create an internal courtyard for AL residents that faces the commons building and dining rooms. MC will be on the ground level and AL will occupy the second and third levels. MC will have its own courtyard at the southeast corner of the facility which serves outdoor space requirements for MC residents. It will be a fenced courtyard, compatible with the architecture, and continuously monitored by staff. The facility will have consistent finishes consisting of a masonry base, complimenting fiber cement fields, warm wood tone accents (on fiber cement materials), and dark soffits, windows, and balcony details similar to current transitional design trends. The commons building at the center of the facility will be primarily warm wood finishes (on fiber cement materials) to better identify the entry and hospitality portion of the facility.

\*Architecture design standards will be generally consistent with city design guidelines and will meet or exceed the non-residential development standards set forth in Section 19-6.5 of the City’s Code of Ordinances. Additionally, the architecture for Lot B will complement the architecture featured in Lots A, C, and D. The Beacon Hill Developers believe this is a key component of the Planned Development Proposal that would not be possible with standalone zoning.

\*All signage shall conform to the signage standards set forth in 19-6.6 of the City of Greenville Ordinances. Additionally, the signage design for Lot B will complement the signage featured in Lots A, C, and D. The Beacon Hill Developers believe this is a key component of the Planned Development Proposal that would not be possible with standalone zoning.

### **5.3 Lot C – Commercial**

Unknown at this time. It is anticipated the commercial lot will be developed as a professional office, medical office, neighborhood office, sit down restaurant, single use retail center or a combination of small retail shops. The site would be appropriate for all uses in the City of Greenville C-1 zoning classification.



\*Architecture design standards will be generally consistent with city design guidelines and will meet or exceed the non-residential development standards set forth in Section 19-6.5 of the City's Code of Ordinances. Additionally, the architecture for Lot C will complement the architecture featured in Lots A, B, and D. The Beacon Hill Developers believe this is a key component of the Planned Development Proposal that would not be possible with standalone zoning.

\*All signage shall conform to the signage standards set forth in 19-6.6 of the City of Greenville Ordinances. Additionally, the signage design for Lot C will complement the signage featured in Lots A, B, and D. The Beacon Hill Developers believe this is a key component of the Planned Development Proposal that would not be possible with standalone zoning.

#### **5.4 Lot D – Spinx convenience store and convenience store**

The convenience store portion of the Site will be primarily accessed from Driveways #2 & #3 (the right-in, right-out on Haywood & the right-in, right-out on Pelham); however, the convenience store customers will also enjoy use of the interconnected, internal roads from each of the four points of ingress & egress across the larger Site. The Beacon Hill Developers believe this is a key component of the Planned Development Proposal that would not be possible with standalone zoning.

The convenience store and car wash are designed as one-story buildings with a 5,974 ft<sup>2</sup> and 1,850 ft<sup>2</sup>, respectively. The exterior facades are comprised of a two-color brick veneer on the car wash and a two-color brick veneer with a compatible exterior insulation finish system (EIFS) over the front entrance on the convenience store. The brick veneer colors are a warm reddish brown with a complimentary beige color accent brick and colored mortar to highlight key details in the buildings. In addition, raised sections of the parapet walls on the building corners and the beige brick on the side elevations are used to break up the massing of the convenience store. The front side of the convenience store and the entry vestibule make use of an aluminum storefront with clear low-E insulated glass to open up the activity and the merchandise in the building to the customer. The convenience store makes use of a blue metal canopy to provide an accent for the building, create a tie to the building signage, and give a human scale to the building entry.

These buildings also have the following features:

- The exterior service areas are enclosed within a brick screen wall to conceal them from the store customers.
- The columns on the gas canopy are also enclosed with the same two-color brick veneer to visually tie the canopy to the other buildings.
- The building and the gas canopy have tasteful, appropriately scaled signage, and compatible with the Spinx corporate identity.
- The mechanical units on the convenience store are concealed from view around the building by the height of the building parapet walls.

Additionally, the southeast corner of Lot D will feature an art feature that faces the intersection of Pelham & Haywood and ties into the art feature in the central round-a-bout. The Beacon Hill Developers believe this is a key component of the Planned Development Proposal that would not be possible with standalone zoning.

\*Architecture design standards will be generally consistent with city design guidelines and will meet or exceed the non-residential development standards set forth in Section 19-6.5 of the City's Code of Ordinances. Additionally, the architecture for Lot D will complement the architecture featured in Lots A,

B, and C. The Beacon Hill Developers believe this is a key component of the Planned Development Proposal that would not be possible with standalone zoning.

\*All signage shall conform to the signage standards set forth in 19-6.6 of the City of Greenville Ordinances. Additionally, the signage design for Lot D will complement the signage featured in Lots A, B, and C. The Beacon Hill Developers believe this is a key component of the Planned Development Proposal that would not be possible with standalone zoning.





# BEACON HILL

Context Plan

December 20, 2018

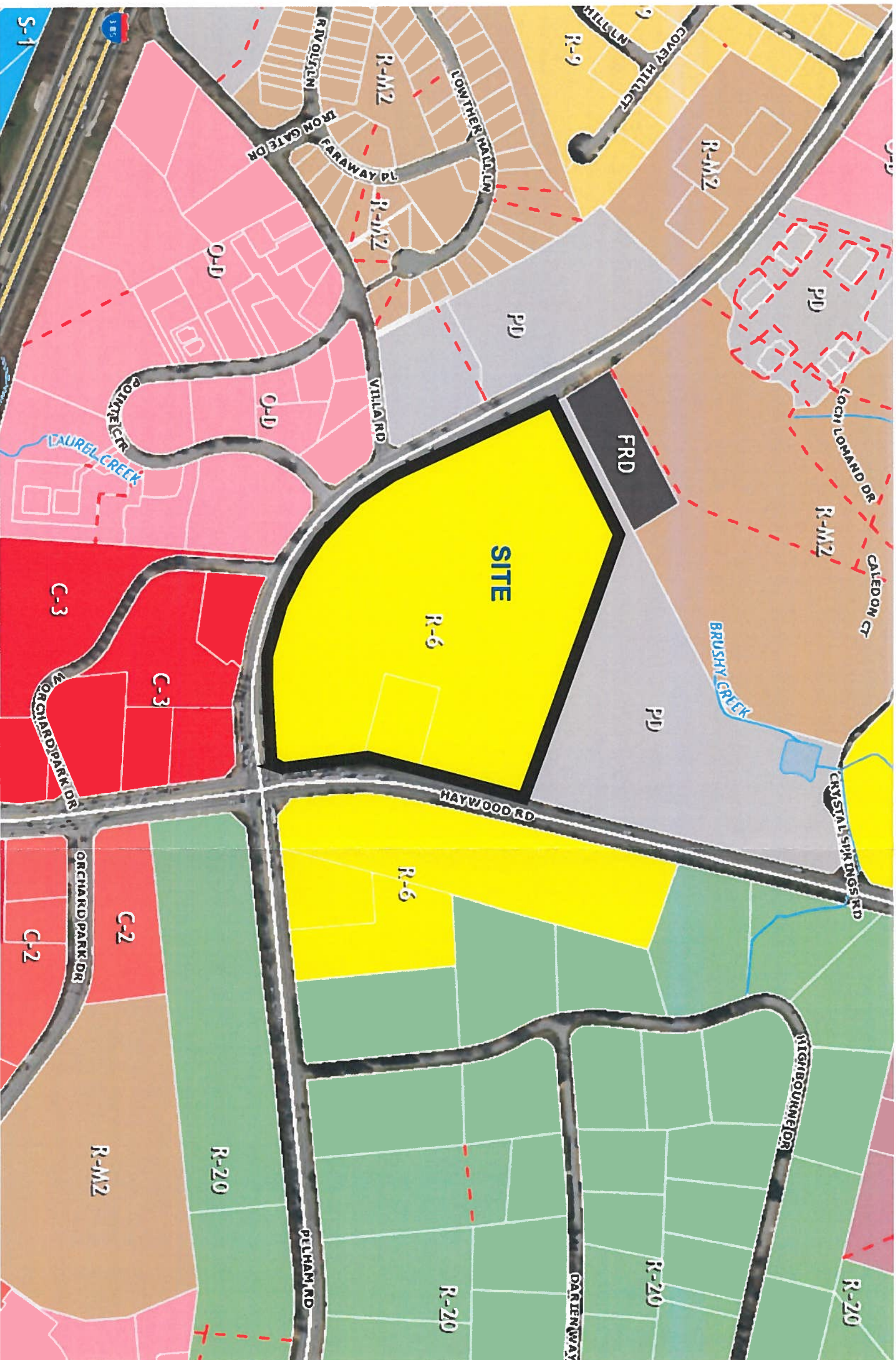


SITE DESIGN, INC.



charles brown & associates





	C-2 (COMMERCIAL)
	C-3 (COMMERCIAL)
	O-D (OFFICE)
	FRD (FLEXIBLE REVIEW DISTRICT)
	R-6 (SINGLE FAMILY RESIDENTIAL)
	R-9 (SINGLE FAMILY RESIDENTIAL)
	R-20 (SINGLE FAMILY RESIDENTIAL)
	R-M2 (MULTI FAMILY RESIDENTIAL)
	PD (PLANNED DEVELOPMENT)

# BEACON HILL

## EXISTING ZONING

November 19, 2018

SITE DESIGN, INC.

prdg

c b a  
charlton brock & associates

**LIV**  
DEVELOPMENT  
*Improving the way you live.*





TM. 0278000200202  
PRG BEACON RIDGE LLC N/F  
DB 2532, PG 2196  
PB 1100, PG 5

**TRAIL PARCEL 2**  
801,267 SQ. FT.  
18.394 ACRES  
(TA 6778000200202)

HAYWOOD ROAD (S-273)

PELHAM ROAD (S-492)



**LEGEND**

- 1. BOUNDARY LINE
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**DATA / NOTES LAND TITLE SURVEY**

**BEACON HILL DEVELOPMENT, LLC,**  
A SOUTH CAROLINA LIMITED LIABILITY COMPANY

PELHAM ROAD & HAYWOOD ROAD  
GREENVILLE COUNTY  
GREENVILLE, SOUTH CAROLINA

**SITE DESIGN, INC.**  
CIVIL ENGINEERS - SURVEYORS - LANDSCAPE ARCHITECTS  
802 EAST WASHINGTON STREET, SUITE 300  
GREENVILLE, SOUTH CAROLINA 29601  
TEL: 864.234.4400 FAX: 864.234.4402  
WWW.SITEDSIGN-INC.COM

DATE: 9/17/18  
BY: JH/MS  
CHECKED BY: JH/MS  
SCALE: 1"=400'  
SHEET 2 OF 2



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September 28, 2018 03:14:27 PM Cons: \$4,281,004.00  
Rec: \$12.00 Cnty Tax: \$4,709.65 State Tax: \$11,131.90  
FILED IN GREENVILLE COUNTY, SC *Timothy J. Harvey*

Prepared By: Womble Bond Dickinson (US) LLP  
550 S. Main Street, Suite 400, Greenville, South Carolina 29601

The Grantee's mailing address is: 2643 Augusta Street, Greenville, South Carolina 29605

STATE OF SOUTH CAROLINA )  
COUNTY OF GREENVILLE ) **LIMITED WARRANTY DEED**

KNOW ALL MEN BY THESE PRESENTS, that WILLIAM T. ADAMS, JR. AND SOUTH STATE BANK, AS CO-TRUSTEES UNDER THE AMENDMENT AND RESTATEMENT OF THE WILLIAM T. ADAMS JR. LIVING TRUST, DATED APRIL 26, 2006, AND WILLIAM T. ADAMS, JR. AND SOUTH STATE BANK, AS CO-TRUSTEES UNDER THE AMENDMENT AND RESTATEMENT OF THE EMILY J. ADAMS LIVING TRUST, DATED APRIL 26, 2006, collectively as Grantor, in consideration of the sum of Four Million Two Hundred Eighty-One Thousand Forty and 00/100 (\$4,281,040.00) Dollars, the receipt and sufficiency of which is hereby acknowledged, have granted, bargained, sold and released, and by these presents, do hereby grant, bargain, sell and release unto **BEACON HILL DEVELOPMENT, LLC**, a South Carolina limited liability company, as Grantee, its successors and assigns forever, the following described premises:

All that certain piece, parcel or tract of land situate, lying and being in the County of Greenville, State of South Carolina, more particularly described on Exhibit "A" attached hereto and incorporated herein.

This conveyance is made subject to any restrictions, rights-of-way, reservations, zoning ordinances or easements that may appear of record, on the recorded plat(s), or on the premises.

TOGETHER with all and singular the rights, members, hereditaments and appurtenances to the above described premises belonging and in any wise incident or appertaining.

TO HAVE AND TO HOLD all and singular the premises beforementioned unto the Grantee, its successors and assigns forever.

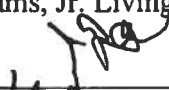
AND THE GRANTOR does hereby bind the Grantor and the Grantor's successors and assigns to warrant and forever defend all and singular the said premises unto the said Grantee, its successors and assigns, against the Grantor and the Grantor's successors and assigns, but not otherwise.

WITNESS the Grantor's hand and seal effective this 27th day of September, 2018.

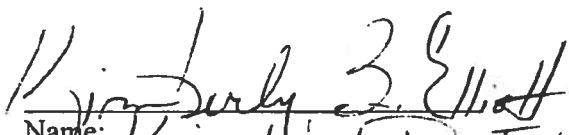
SIGNED, SEALED AND DELIVERED  
IN THE PRESENCE OF:



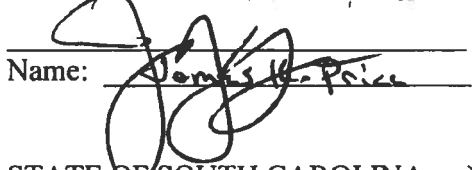
\_\_\_\_\_(SEAL)  
William T. Adams, Jr. as Co-Trustee under the  
Amendment and Restatement of The William T.  
Adams, Jr. Living Trust, dated April 26, 2006



\_\_\_\_\_(SEAL)  
William T. Adams, Jr. as Co-Trustee under the  
Amendment and Restatement of The Emily J.  
Adams Living Trust, dated April 26, 2006



Name: Kimberly S. Elliott



Name: James K. Price


*Reference is hereby made to the Certificates of  
Trust recorded simultaneously herewith*

STATE OF SOUTH CAROLINA )  
COUNTY OF GREENVILLE )

ACKNOWLEDGMENT

I, James K. Price, Notary Public, do hereby certify that William T. Adams, Jr., as Co-Trustee under the Amendment and Restatement of The William T. Adams, Jr. Living Trust, dated April 26, 2006, and as Co-Trustee under the Amendment and Restatement of The Emily J. Adams Living Trust, dated April 26, 2006, personally appeared before me this day, and acknowledged to me that he duly executed the foregoing document for the purpose stated therein.

Witness my hand and official seal, this 27th day of September, 2018.

  
\_\_\_\_\_  
Official Signature of Notary  
James K. Price  
\_\_\_\_\_  
Notary's printed or typed name  
Notary Public for South Carolina  
My Commission Expires: 4.15.2024  
(Official Seal)

WITNESS the Grantors' hand and seal effective this 27<sup>th</sup> day of September, 2018.

SIGNED, SEALED AND DELIVERED  
IN THE PRESENCE OF:

South State Bank as Co-Trustee under the  
Amendment and Restatement of The William T.  
Adams, Jr. Living Trust, dated April 26, 2006

By: Randall L. Fisher (Seal)  
Name: Randall L. Fisher  
Its: Senior Vice President

South State Bank as Co-Trustee under the  
Amendment and Restatement of The Emily J.  
Adams Living Trust, dated April 26, 2006

By: Randall L. Fisher (Seal)  
Name: Randall L. Fisher  
Its: Senior Vice President

*Reference is hereby made to the Certificates of  
Trust recorded simultaneously herewith*

Catherine Hopper  
Name: Catherine Hopper

John F. Price  
Name: John F. Price

STATE OF SOUTH CAROLINA   )  
  )  
COUNTY OF RICHLAND        )

ACKNOWLEDGMENT

I, James K. Price, Notary Public, do hereby certify that Randall L. Fisher, the duly authorized Senior Vice President for South State Bank, as Co-Trustee under the Amendment and Restatement of The William T. Adams, Jr. Living Trust, dated April 26, 2006, and as Co-Trustee under the Amendment and Restatement of The Emily J. Adams Living Trust, dated April 26, 2006, personally appeared before me this day, and acknowledged to me that he duly executed the foregoing document for the purpose stated therein.

Witness my hand and official seal, this 27<sup>th</sup> day of September, 2018.

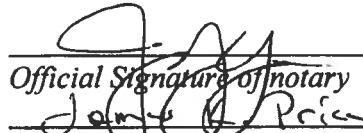
  
\_\_\_\_\_  
Official Signature of Notary  
James K. Price  
\_\_\_\_\_  
Notary's printed or typed name  
Notary Public for South Carolina  
My Commission Expires: 4.15.2024  
(Official Seal)

Exhibit "A"

PARCEL ONE: ALL that piece, parcel or tract of land, with all improvements thereon, situate, lying and being in the northwest corner of intersection of Pelham Road and Haywood Road, in the City of Greenville, County of Greenville, State of South Carolina, containing 20 acres, more or less, and having according to a plat entitled "Property of W. T. Adams", prepared by Dalton & Neves CO., Engineers, dated October 1975, and a plat of land of W. A. Adams Estate, the following Metes and bounds to wit:

BEGINNING at an iron pin in the northerly right of way of Pelham Road in the northwest corner of the intersection of Pelham Road with Haywood Road and running thence on a traverse line around said intersection, N 37-45 E, 68.97 feet to an iron pin in the west right of way line of Haywood Road; thence with said right of way as the line N 8-18 W, 251.20 feet to an iron pin; thence continuing with the said right of way as the line N 14-45 E, 600 feet, more or less, to an iron pin at the joint corner of the property of Nell Baker Adams Trust and College Properties, Inc. (or formerly); thence with the boundary of the property of College Properties, Inc., N 71-47-03 W, 838.82 feet to an iron pin; thence further along said boundary S 61-45 W, 458.57 feet, more or less to the center of Pelham Road; thence along the center of Pelham Road as the line, 1400 feet, more or less, to the Point of Beginning.

LESS AND EXCEPT: ALL that piece, parcel or tract of land, together with the buildings and improvements located thereon, situate, lying and being on the westerly side of Haywood Road in the City of Greenville, County of Greenville, South Carolina containing one acre, more or less, and having according to plat entitled "Property of W. T. Adams, Jr.", prepared by C. O. Riddle, RLS, dated November 10, 1978, the following metes and bounds as shown on said plat, and having the following metes and bounds, to-wit:

BEGINNING at an iron pin on the west right of way line of Haywood Road, said pin being 299 feet, more or less, in a northerly direction from the northwest corner of the intersection of Haywood Road with Pelham Road, at joint corner with other property now or formerly of the grantor and running thence N 76-29 W, 255.5 feet to an iron pin at joint corner with other property of grantor; thence along said joint property line N 13-29 E, 170.5 feet to an iron pin to joint corner with other property now or formerly of grantor; thence along the said joint line S 76-29 E, 255.5 feet to a point on the west right of way line of Haywood Road; thence along said right of way line S 13-29 W, 170.5 feet to the point of beginning.

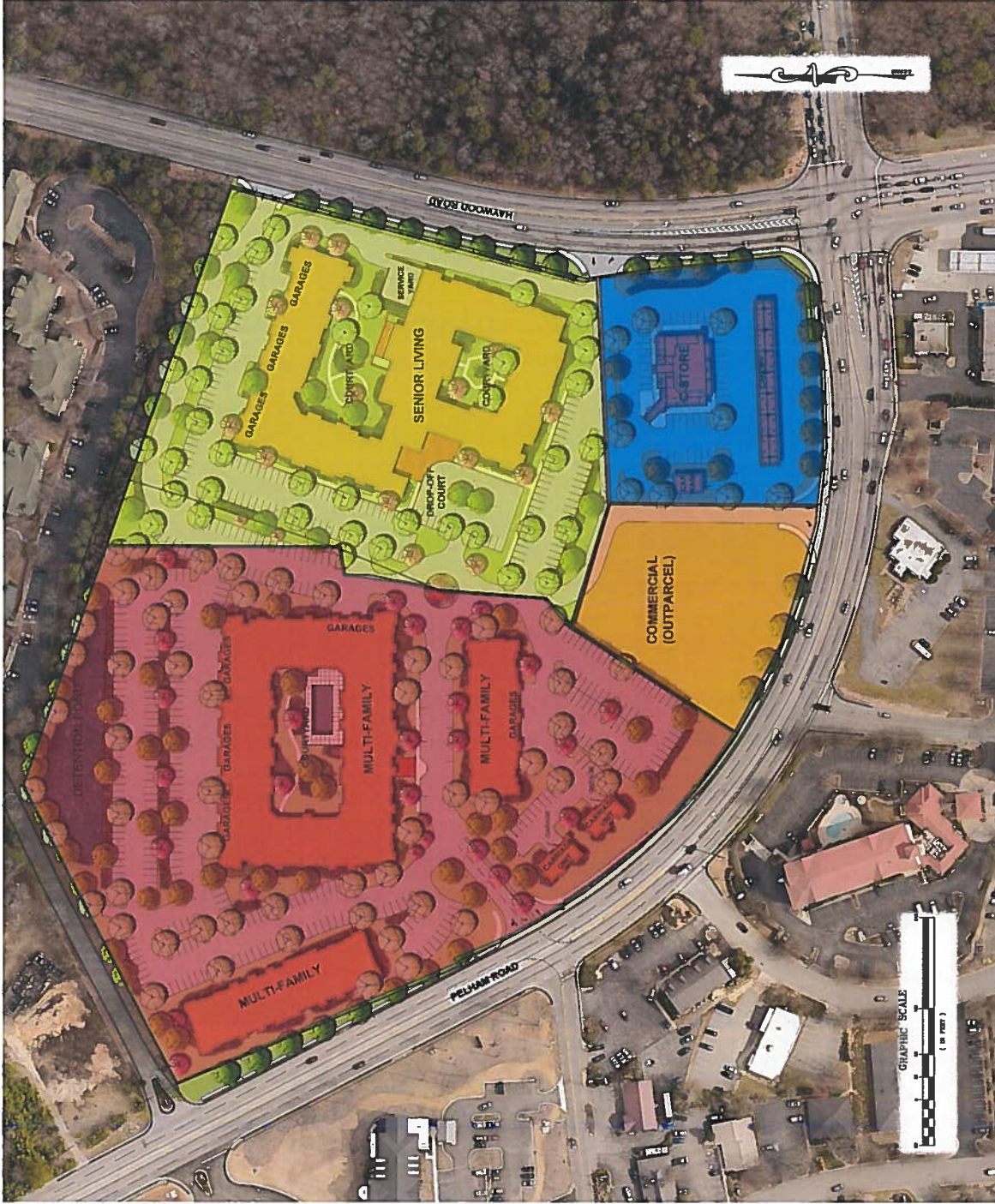
This being the same property conveyed to William T. Adams, Jr., and Emily J. Adams, as Trustees of the William T. Adams, Jr. Living Trust dated October 16, 2000, and of the William T. Adams, Jr. and Emily J. Adams as Trustees of the Emily J. Adams Living Trust dated October 16, 2000 by deed from William T. Adams, Jr. and Emily J. Adams recorded on April 24, 2001 in the Office of the Register of Deeds for Greenville County, South Carolina in Deed Book 1950 at

Page 578. Reference is also made to the deed from William T. Adams, Jr. and First Citizens Bank and Trust Company, Inc., as Trustees of the Emily J. Adams Living Trust to William T. Adams, Jr. and First Citizens Bank and Trust Company, Inc., as Trustees of Trust B, created by the Amendment and Restatement of the Emily J. Adams Living Trust dated April 26, 2006, recorded on March 16, 2011 in the Office of the Register of Deeds for Greenville County, South in Deed Book 2385 at Page 4389; by quitclaim deed from First-Citizens Bank & Trust Company successor by merger with First Citizens Bank and Trust Company Co-Trustees of Trust B, created by Amendment and Restatement of The Emily J. Adams Living Trust, dated April 26, 2006, to Park Sterling Bank, as Co-Trustee of Trust B, created by Amendment and Restatement of the Emily J. Adams Living Trust dated April 26, 2006, recorded on April 13, 2017 in the Office of the Register of Deeds in Deed Book 2510 at Page 2745, and re-recorded on August 4, 2017 in Deed Book 2518 at Page 3386. Further reference is hereby made to the Certificate of Trust recorded simultaneously herewith.

Greenville County Tax Map No. #0278000200300







- MULTI FAMILY RESIDENTIAL
- SENIOR LIVING
- CONVENIENCE STORE
- COMMERCIAL OUTPARCEL

SITE DATA

ACREAGE: THIS PD (EXISTING ZONING):

PROPOSED LAND USE:

PLANNED DEVELOPMENT (PD)

BUILDING RETRACTIONS:

USE	FRONT	SIDE	REAR
MULTI-FAMILY	20	20	40
SENIOR LIVING	20	20	40
COMMERCIAL	10	10	10
CONVENIENCE STORE	10	10	10

% IMPERVIOUS AREA

PARCEL	ACREAGE	% IMPERVIOUS
MULTI-FAMILY	14.1	75
SENIOR LIVING	8.7	80
CONVENIENCE STORE	2.1	84
COMMERCIAL	1.8	86

PARKING REQUIRED:

USE	MINIMUM REQUIRED
MULTI-FAMILY	1.3 PER UNIT
SENIOR LIVING	0.4 PER UNIT
COMMERCIAL	BY USE PER TABLE 15-4.1-1 CITY OF GREENVILLE ORDINANCE
CONVENIENCE STORE	1 PER 200 SF GROSS FLOOR AREA

MAX BUILDING HEIGHT:

USE	HEIGHT
MULTI-FAMILY	58'
SENIOR LIVING	60'
COMMERCIAL	40'
CONVENIENCE STORE	40'

UNIT DENSITY:

USE	UNITS	AREA (AC)	DENSITY (UNITS PER AC)
MULTI-FAMILY	270	14.1	20
SENIOR LIVING	170	8.7	20

OPEN SPACE:

REQUIRED: 300 SF PER DWELLING UNIT

USE	UNITS	REQUIRED AREA	PROVIDED (NON PRIVATE)
MULTI-FAMILY	270	81,000 SF	80,000 SF
SENIOR LIVING	170	51,000 SF	53,000 SF

BEACON HILL

PD Regulating Plan

SITE DESIGN, INC.

pdg

c b a

architectural & landscape

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Improving the way you live.

December 20, 2018



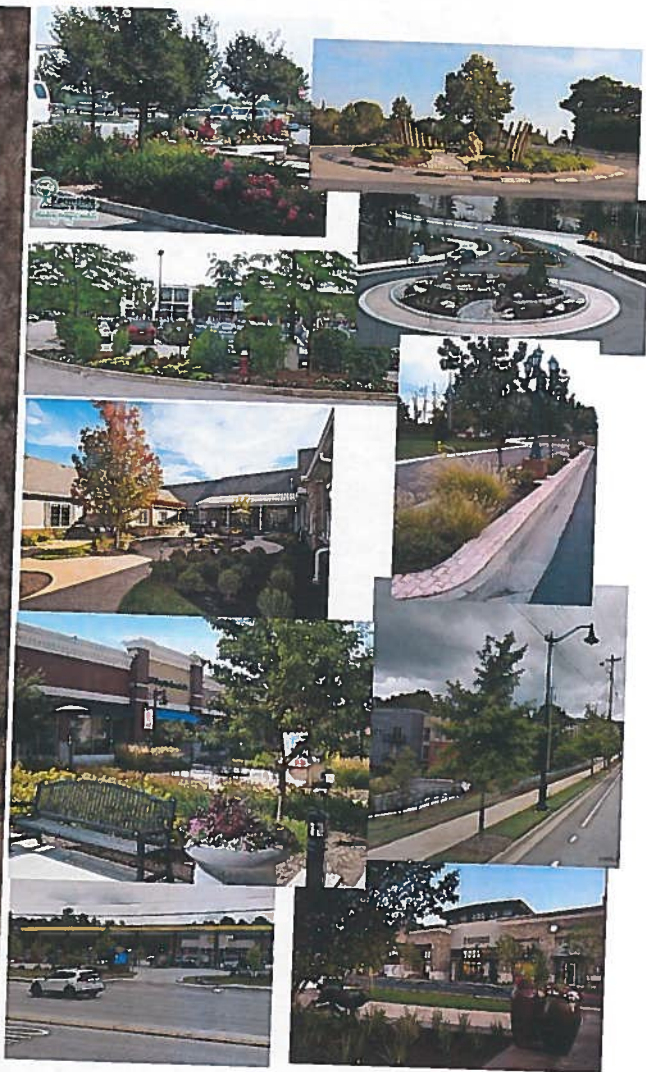
# LIV Greenville

## CONCEPTUAL ELEVATION

December 20, 2018

### CLUB FRONT ELEVATION

South end



BEACON HILL  
Landscape Typology

December 20, 2018

SITE DESIGN, INC.

prdg

c b a  
charlen brook & associates

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PELHAM WEST ELEVATION

LIV Greenville

CONCEPTUAL ELEVATION

December 20, 2018



charlan brock & associates





 **CONNECTIVITY**  
 **COMMON OPEN SPACE**

# BEACON HILL

Connectivity and Open Space Plan

December 29, 2018



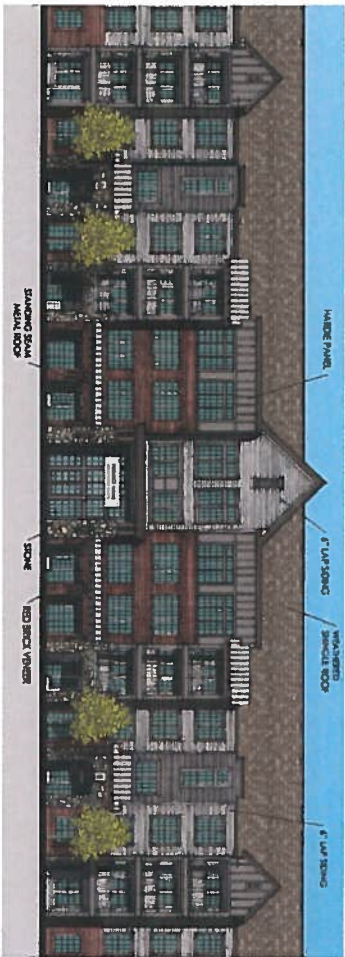
SITE DESIGN, INC.



  
 CHARTER BROSKE & ASSOCIATES

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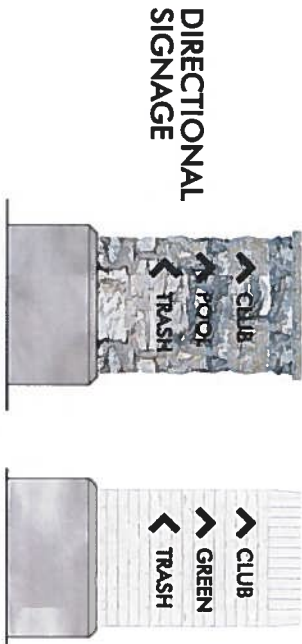




PROPOSED STONE/BRICK BASE ENTRY - MULTI-FAMILY



COTTAGES - MULTI-FAMILY



DIRECTIONAL SIGNAGE



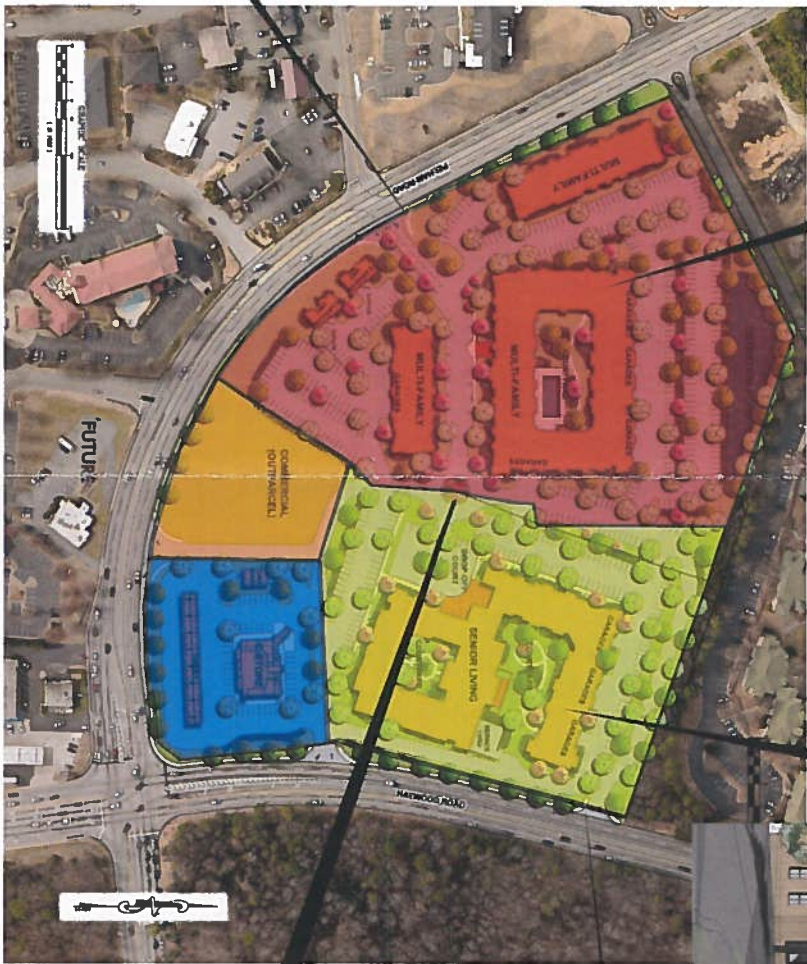
6'H BY 10'W STONE MONUMENT SIGN



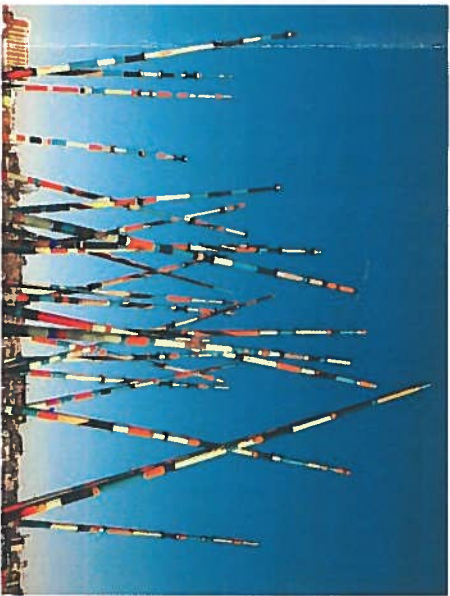
INSPIRATION IMAGE



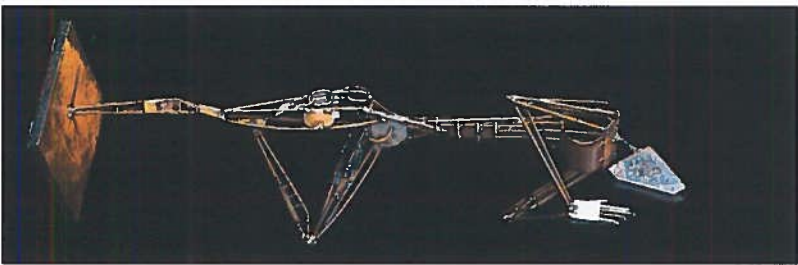
PROPOSED WHITE BRICK BASE SENIOR LIVING



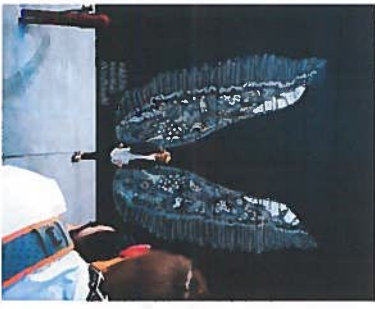
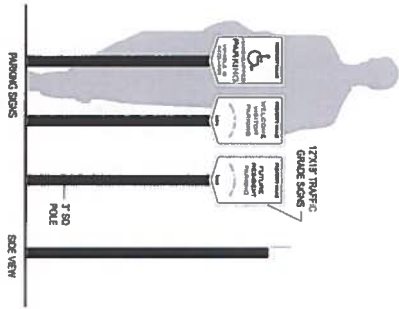
PUBLIC ART INSPIRATION



6'H BY 10'W BRICK MONUMENT SIGN



SCULPTURE IDEA



MURAL IDEA





## STEPPED ELEVATION

East side



## COTTAGES

Pelham side

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CONCEPTUAL ELEVATION

December 20, 2018



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BR-01

S-01

S-03

WN-01

S-02



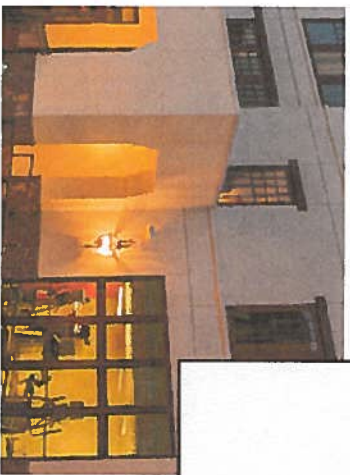
ASP-01

MTL-01

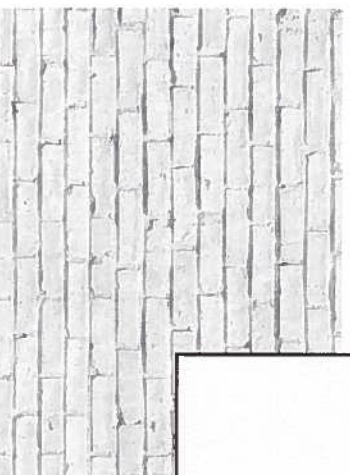
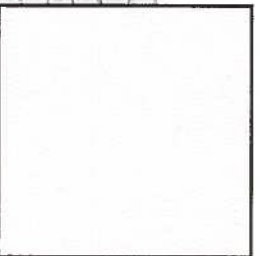
RL-01

HAYWOOD ROAD ELEVATION

**STC-01 Stucco**  
Color: BM OC-65 - Chantilly Lace



**BR-01 Painted Brick**  
Color: BM OC-65 - Chantilly Lace



**S-01 Fiber Cement Siding**  
Color: SW 7069 - Iron Ore



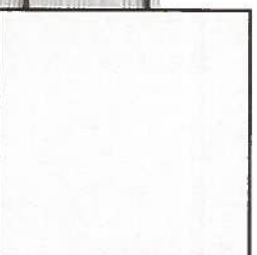
**WN-01 Vinyl Windows**  
Color: Chestnut Bronze



**MTL-01 Standing Seam Metal Roof**  
Color: Matte Black



**S-02 Fiber Cement Siding**  
Hardplank Standard Color: Arctic White



**ASP-01 Asphalt Shingles**  
Color: Weathered Wood



**S-03 Fiber Cement Siding**  
Color: Cedar



**RL-01 Metal Balcony Railing**  
Color: SW 7048 - Urbane Bronze



LIV Greenville

SENIOR LIVING

December 20, 2018



SITE DESIGN, INC.



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VIEW FROM DROP-OFF COURT

# LIV Greenville

SENIOR LIVING

December 20, 2018



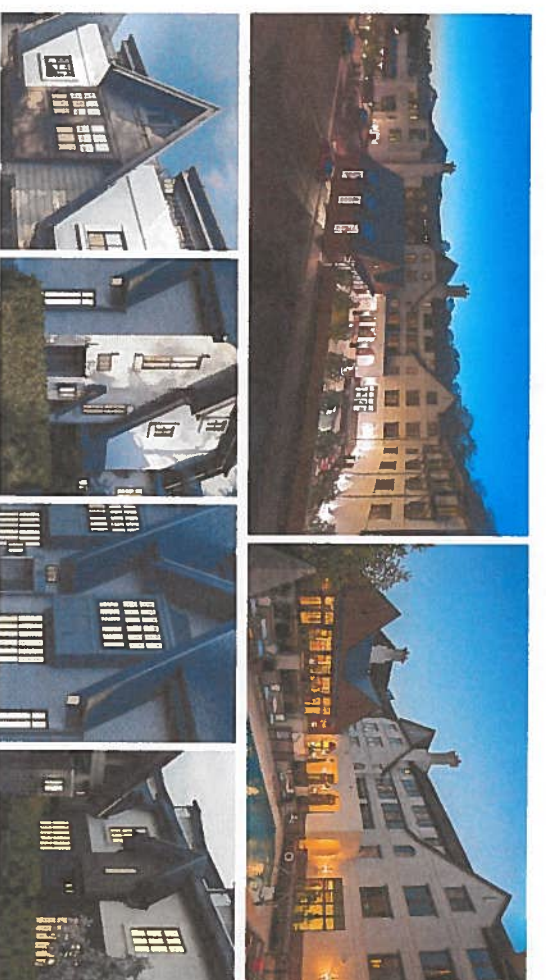
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MEAN HEIGHT BETWEEN THE  
EAVES AND RIDGES OF THE  
GABLE ROOFS: 122'

AVERAGE GRADE AT THE FRONT  
OF THE BUILDING: 1168'



HAYWOOD ROAD ELEVATION

# LIV Greenville

SENIOR LIVING

December 20, 2018



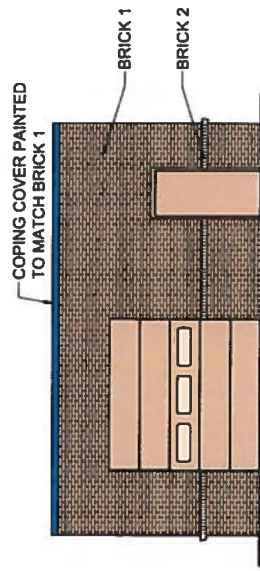
SITE DESIGN, INC.



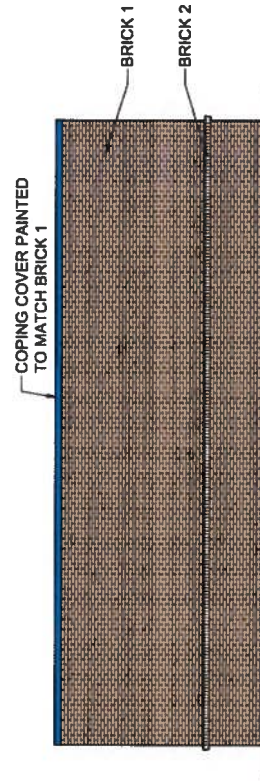
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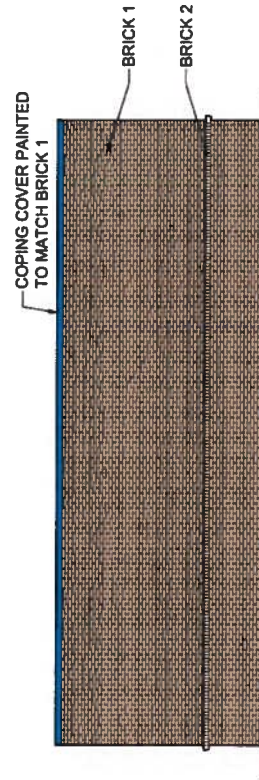




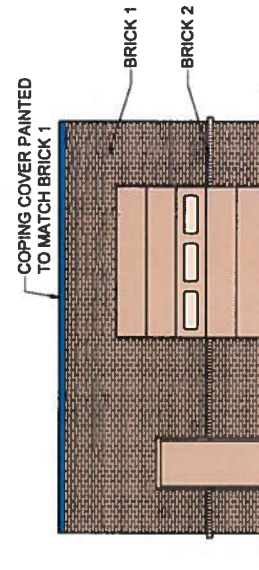
FRONT ELEVATION



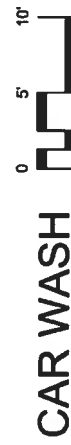
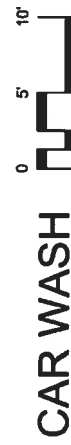
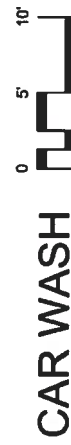
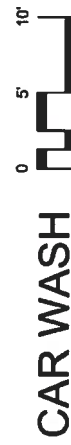
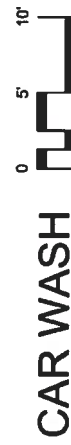
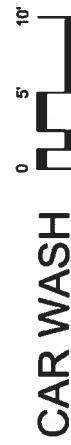
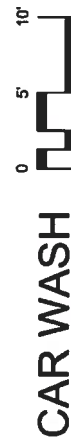
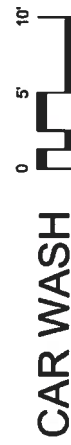
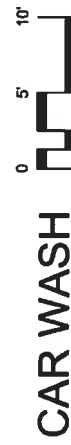
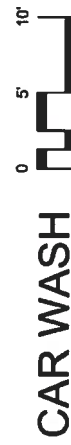
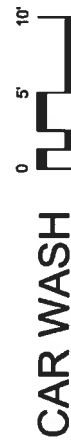
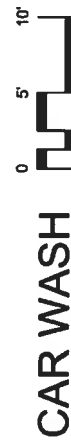
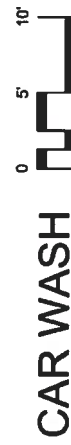
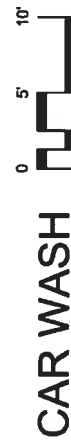
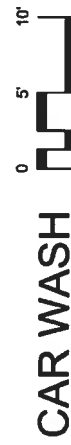
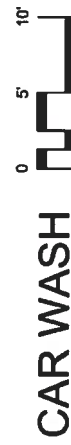
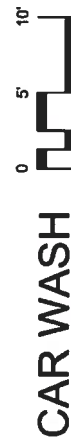
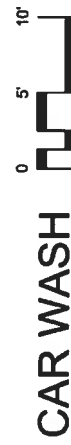
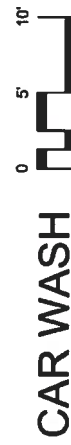
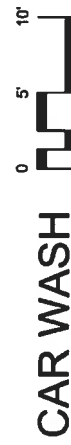
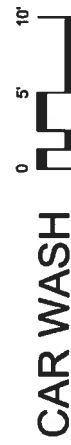
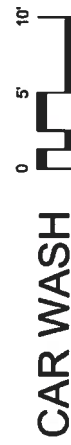
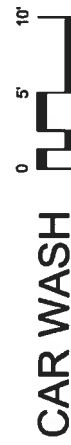
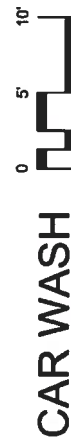
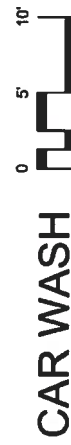
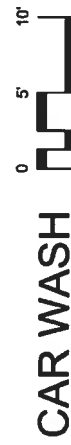
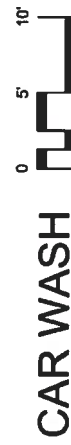
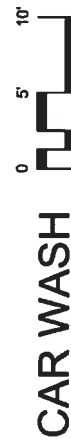
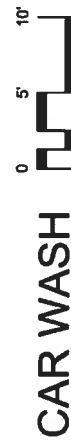
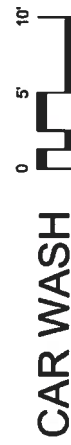
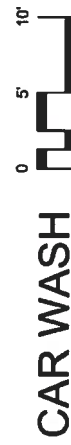
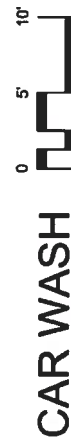
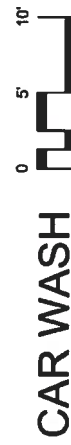
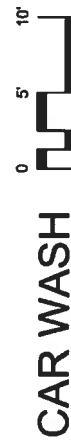
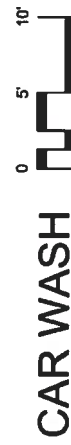
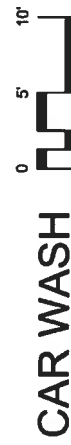
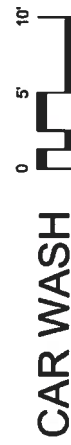
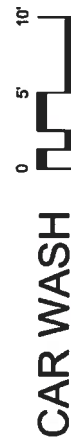
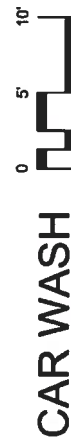
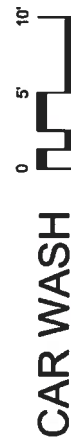
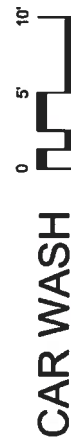
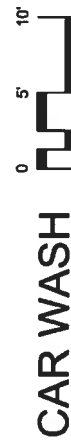
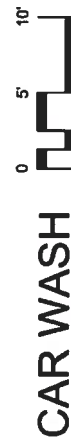
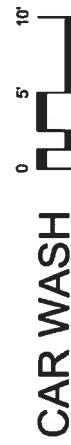
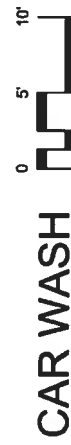
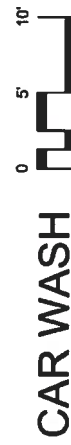
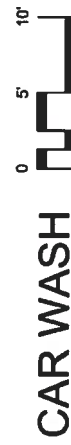
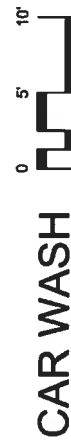
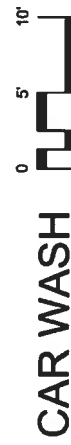
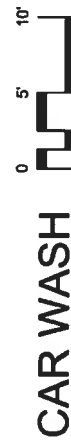
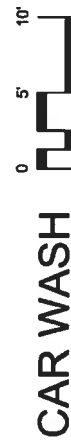
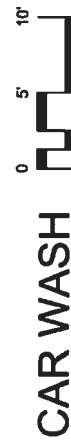
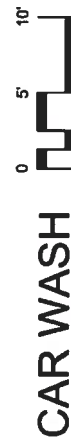
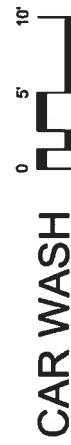
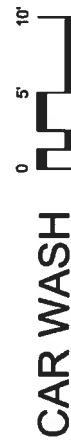
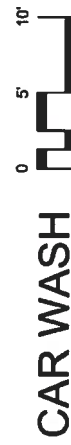
RIGHT ELEVATION



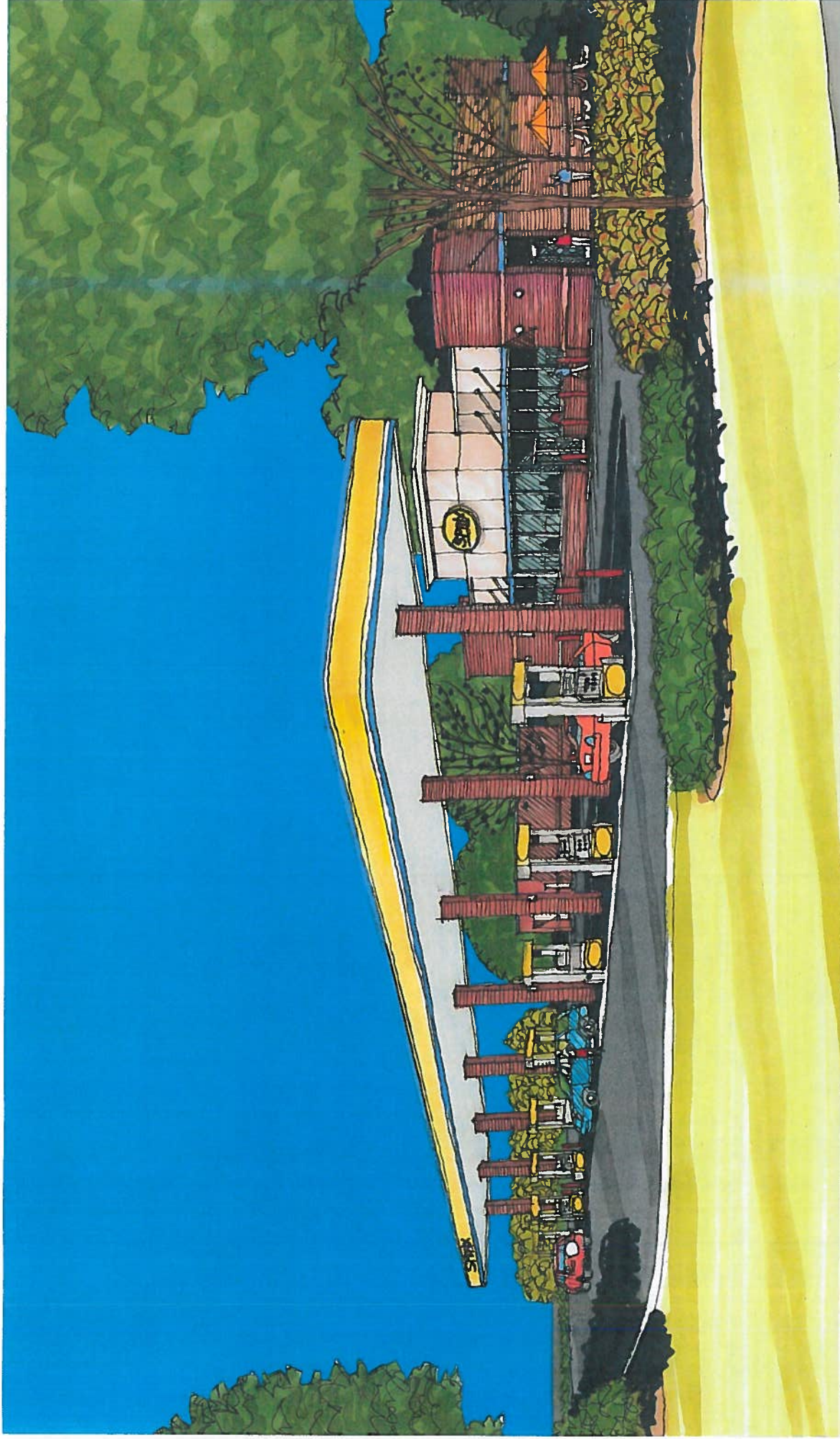
LEFT ELEVATION



REAR ELEVATION

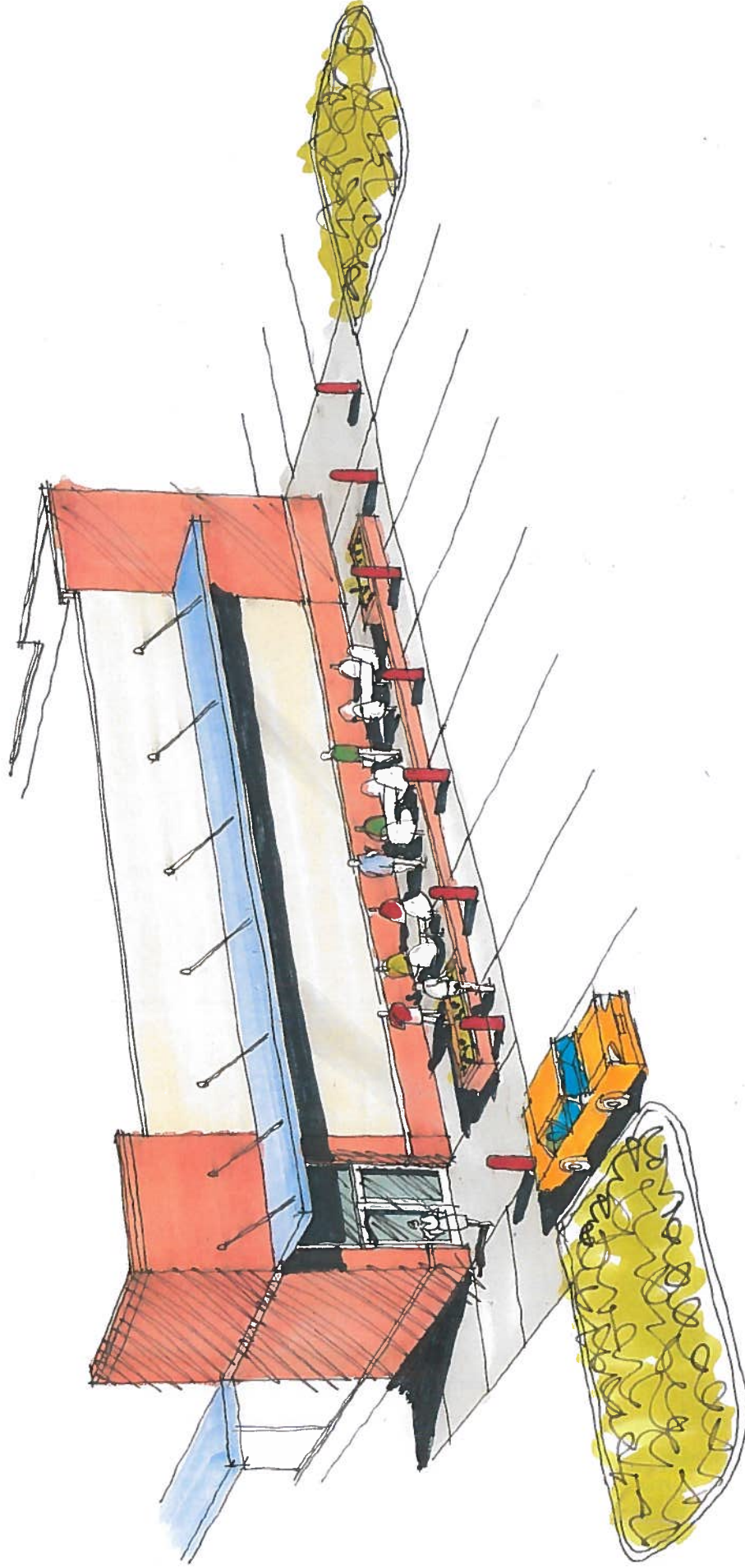




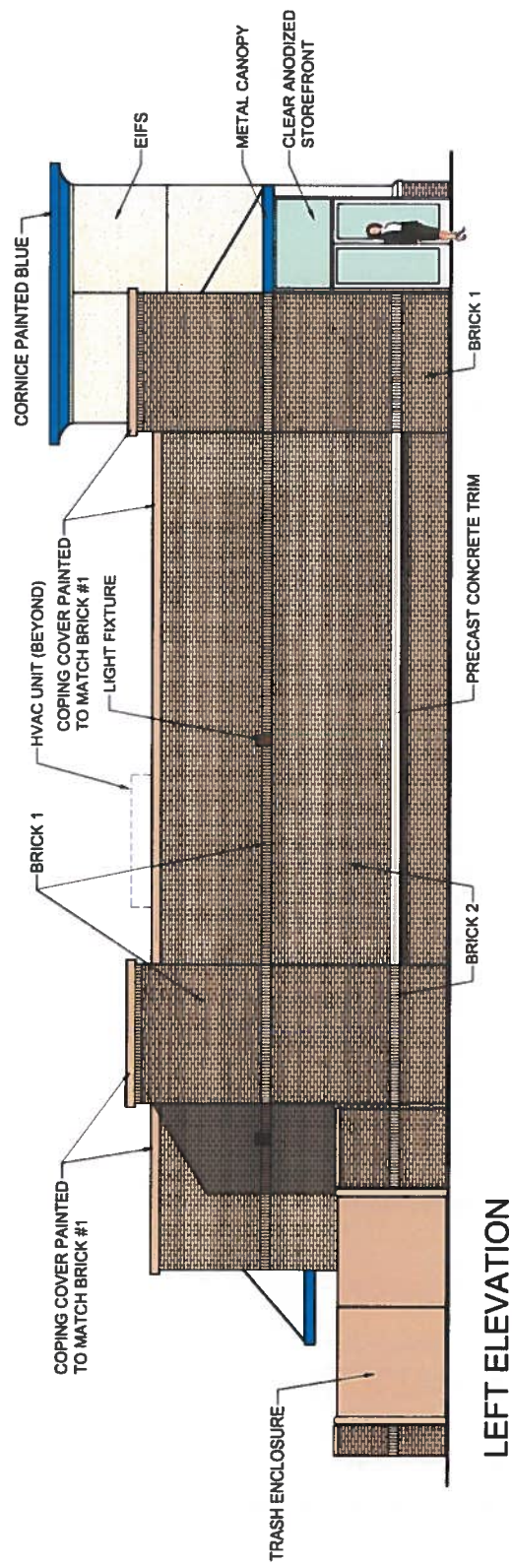
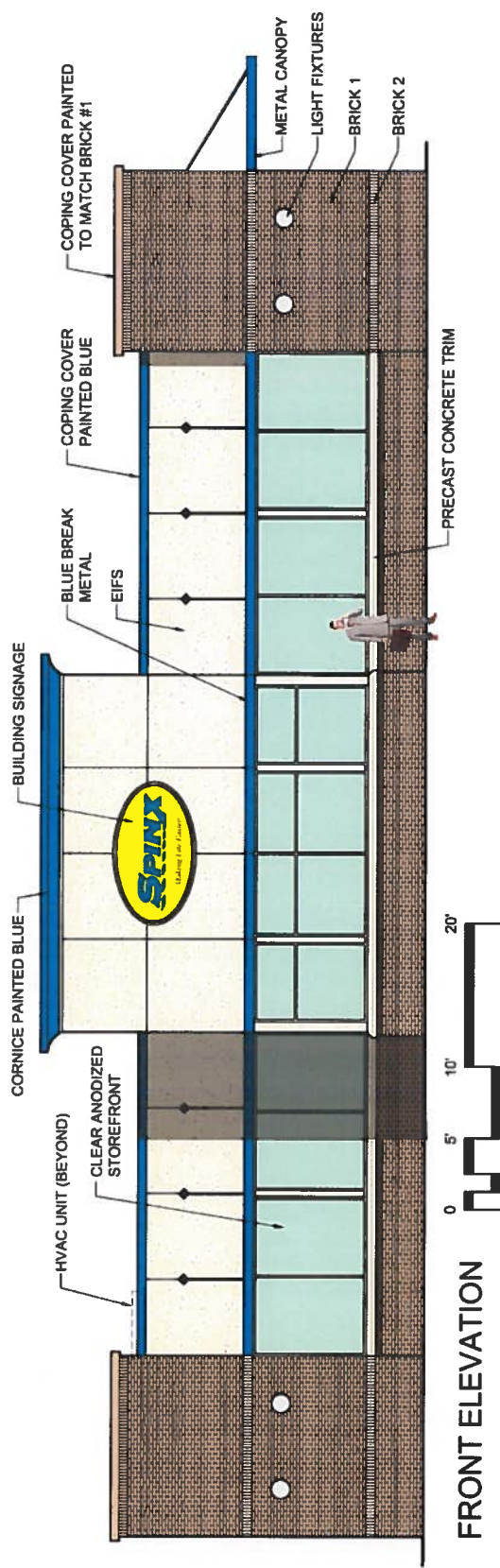


**SPINX AT BEACON HILL**  
GREENVILLE, SOUTH CAROLINA



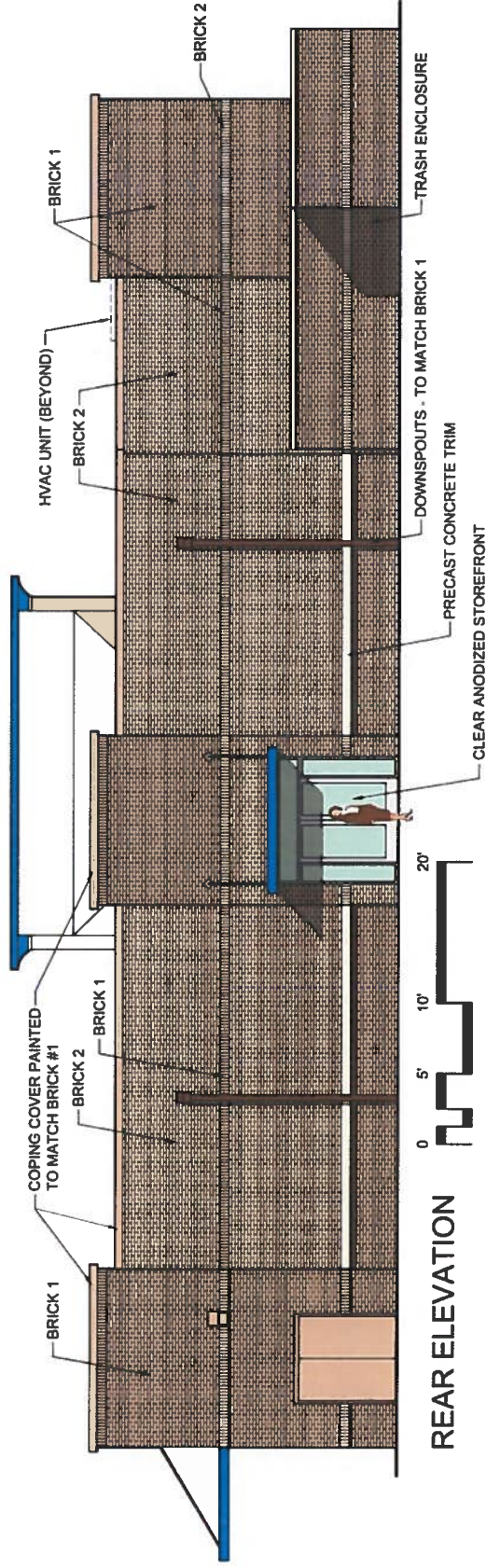


**SPINX AT BEACON HILL  
GREENVILLE, SOUTH CAROLINA**

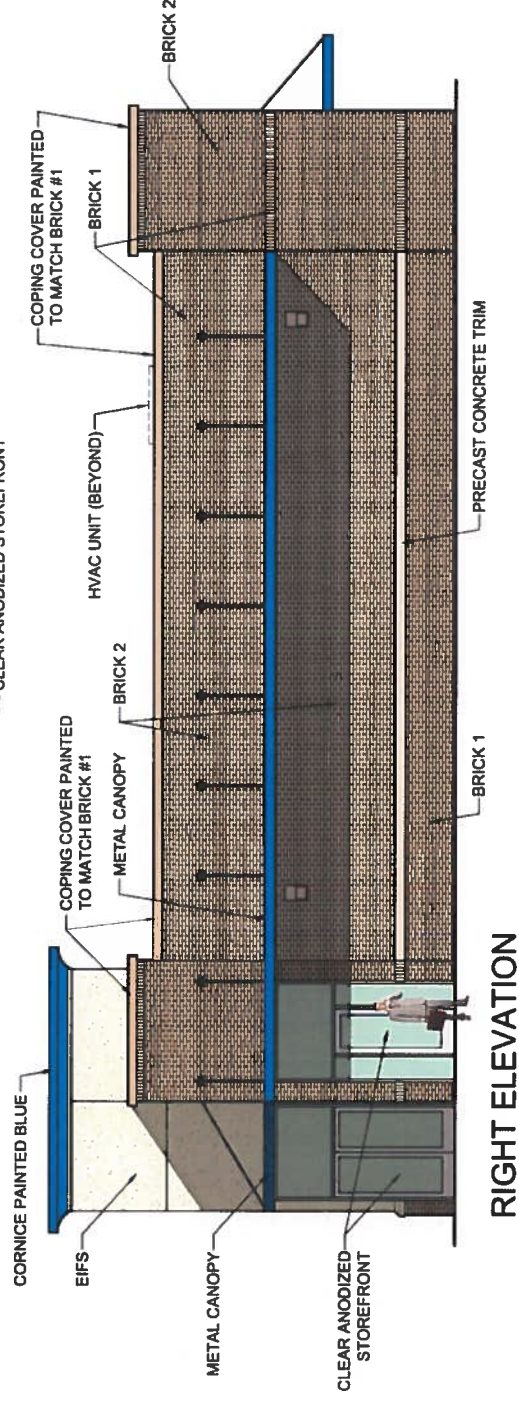


**SPINX AT BEACON HILL**  
GREENVILLE, SOUTH CAROLINA





REAR ELEVATION



RIGHT ELEVATION

1-19-16

SPINX AT BEACON HILL  
GREENVILLE, SOUTH CAROLINA